Dean, Kenneth

From: Vincent, Rhea <vincent@mdot.ms.gov>
Sent: Monday, September 28, 2015 1:37 PM
To: Dean, Kenneth
Cc: Kajumba, Ntale; Thurman, Kim; mcguiremt@cdmsmith.com
Subject: RE: Port Bienville RR project - Additional Comment (re: CERCLIS)

Mr. Dean,

We appreciate the comments and we have been forwarding said comments to MDOT's consultant. As requested, I will have our consultant with CDM-Smith look into the data.

Thanks,

Rhea Vincent
Environmental Division
Mississippi Department of Transportation
601-359-7920

From: Dean, Kenneth [mailto:Dean.William-Kenneth@epa.gov]
Sent: Monday, September 28, 2015 12:15 PM
To: Vincent, Rhea <vincent@mdot.ms.gov>
Cc: Kajumba, Ntale <Kajumba.Ntale@epa.gov>
Subject: Port Bienville RR project - Additional Comment (re: CERCLIS)

Rhea,

On September 18, 2015, I sent you some preliminary comments on the Port Bienville Railroad Project, based on my review of slides presented during the scoping meeting. Here is an additional comment regarding information about CERCLIS shown on the "2015 Recombined Segment Comparison Matrix For the Reasonable Alternatives".

The "2015 Recombined Segment Comparison Matrix For the Reasonable Alternatives" shows that 0.25 acres of CERCLA site in Segment 11 will be potentially impacted by the proposed rail line. However, EPA staff cannot find any CERCLIS or Superfund site in or near Nicholson MS using NEPAssist, CERCLIS, and EnviroMapper (http://www.epa.gov/emefdata/em4ef.home). EPA also checked on EPA's On-Scene Coordinator's website to make sure there's not one there that has been added (http://epaosc.org/site/region_list.aspx?region=4). Given where segment 11 is, Nicholson, Picayune, and Stennis Space Center would be the nearest cities in Harrison and Pearl River counties. We have looked at all of the archived and active CERCLIS sites in both counties, that are anywhere near Stennis Space Center or Picayune or Nicholson, as far as their address (exactly where they are located). None

are close to or in Nicholson. Only Stennis Space Center shows in northern Harrison County. In Pearl River Co., all the Picayune ones are well within the city limits. The map shows segment 11 ending at Nicholson and NOT reaching up north to Picayune. Therefore, based on our records, there is no CERCLIS site on Segment 11. For your reference, I have attached a copy of the EnviroMapper graphic and the imports from CERCLIS.

I wanted to go on and bring this to your attention, so your contractor can recheck its source of information, and either verify its initial finding regarding CERCLIS or correct the matrix prior to future distribution or display. If you have any questions or would like to discuss this, please don't hesitate to contact me.

Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
601-321-1135 (Jackson, MS Office)
404-562-9378 (Atlanta, GA Office)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

From: Dean, Kenneth
Sent: Friday, September 18, 2015 7:05 PM
To: Vincent, Rhea
Cc: Kajumba, Ntale
Subject: Port Bienville RR project

Rhea,

I've been looking at the presentation slides from the Port Bienville scoping meeting. Below are a few preliminary comments based on further review of the slides.

(1) One of the slides has a bullet that states "16 potential rail line alternatives segment identified for further study". However, based on the 2015 Recombined Segment Comparison Matrix For the Reasonable Alternatives, I count either 15 combined segments or 17 individual segments. Would you please identify the 16 potential alternatives segments.

(2) In the segment comparison matrix, the values entered for "Streams 303(d)" under each of the various segments are rounded to the hundredth place (e.g., 0.08 for Segment 7). Should not these values be whole numbers reflecting the number of 303(d) streams that are determined to be potentially impacted (e.g., 1, 3, 7, etc.)? Please explain the meaning of the values and the purpose for presenting them in the current manner.

(3) Technically, 303(d)-listed streams are waterbodies that are currently on the State's most recently approved Section 303(d) List of Impaired Waterbodies. They are impaired waters that

need or require TMDLs. The 303(d) List does not include impaired waterbodies that have TMDLs for the pollutants causing the impairment. Once TMDLs have been established for the pollutants of concern, the waterbody is no longer required to be on the 303(d) list, even though it may yet be impaired. The EIS analysis will need to include ALL of the potentially impacted impaired waters (i.e., those on the current 303(d) list as well as those that are no longer on the 303(d) list due to the establishment of a TMDL(s)). I recommend that the next version of the segment comparison matrix show for each segment (or combined segments) the sum of the number of 303(d) streams plus number of TMDL streams, consolidated into one line item (e.g., "303(d)/TMDLs)".

If you have any questions regarding these comments, please don't' hesitate to contact me.

Thanks,
Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
601-321-1135 (Jackson, MS Office)
404-562-9378 (Atlanta, GA Office)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

Dean, Kenneth

From:	Dean, Kenneth
Sent:	Monday, September 28, 2015 1:15 PM
To:	Vincent, Rhea
Cc:	Kajumba, Ntale
Subject:	Port Bienville RR project - Additional Comment (re: CERCLIS)
Attachments:	CERCLIS Sites in Pearl & Hancock Counties (09-18-15).docx; EnviroMapper Graphic of nearby Superfund Sites (09-18-15).docx

Rhea,

On September 18, 2015, I sent you some preliminary comments on the Port Bienville Railroad Project, based on my review of slides presented during the scoping meeting. Here is an additional comment regarding information about CERCLIS shown on the "2015 Recombined Segment Comparison Matrix For the Reasonable Alternatives".

The "2015 Recombined Segment Comparison Matrix For the Reasonable Alternatives" shows that 0.25 acres of CERCLA site in Segment 11 will be potentially impacted by the proposed rail line. However, EPA staff cannot find any CERCLIS or Superfund site in or near Nicholson MS using NEPAssist, CERCLIS, and EnviroMapper (http://www.epa.gov/emefdata/em4ef.home). EPA also checked on EPA's On-Scene Coordinator's website to make sure there's not one there that has been added (http://epaosc.org/site/region_list.aspx?region=4). Given where segment 11 is, Nicholson, Picayune, and Stennis Space Center would be the nearest cities in Harrison and Pearl River counties. We have looked at all of the archived and active CERCLIS sites in both counties, that are anywhere near Stennis Space Center or Picayune or Nicholson, as far as their address (exactly where they are located). None are close to or in Nicholson. Only Stennis Space Center shows in northern Harrison County. In Pearl River Co., all the Picayune ones are well within the city limits. The map shows segment 11 ending at Nicholson and NOT reaching up north to Picayune. Therefore, based on our records, there is no CERCLIS site on Segment 11. For your reference, I have attached a copy of the EnviroMapper graphic and the imports from CERCLIS.

I wanted to go on and bring this to your attention, so your contractor can recheck its source of information, and either verify its initial finding regarding CERCLIS or correct the matrix prior to future distribution or display. If you have any questions or would like to discuss this, please don't hesitate to contact me.

Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
601-321-1135 (Jackson, MS Office)
404-562-9378 (Atlanta, GA Office)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

From: Dean, Kenneth
Sent: Friday, September 18, 2015 7:05 PM
To: Vincent, Rhea
Cc: Kajumba, Ntale
Subject: Port Bienville RR project

Rhea,

I've been looking at the presentation slides from the Port Bienville scoping meeting. Below are a few preliminary comments based on further review of the slides.

(1) One of the slides has a bullet that states "16 potential rail line alternatives segment identified for further study". However, based on the 2015 Recombined Segment Comparison Matrix For the Reasonable Alternatives, I count either 15 combined segments or 17 individual segments. Would you please identify the 16 potential alternatives segments.

(2) In the segment comparison matrix, the values entered for "Streams 303(d)" under each of the various segments are rounded to the hundredth place (e.g., 0.08 for Segment 7). Should not these values be whole numbers reflecting the number of 303(d) streams that are determined to be potentially impacted (e.g., 1, 3, 7, etc.)? Please explain the meaning of the values and the purpose for presenting them in the current manner.

(3) Technically, 303(d)-listed streams are waterbodies that are currently on the State's most recently approved Section 303(d) List of Impaired Waterbodies. They are impaired waters that need or require TMDLs. The 303(d) List does not include impaired waterbodies that have TMDLs for the pollutants causing the impairment. Once TMDLs have been established for the pollutants of concern, the waterbody is no longer required to be on the 303(d) list, even though it may yet be impaired. The EIS analysis will need to include ALL of the potentially impacted impaired waters (i.e., those on the current 303(d) list as well as those that are no longer on the 303(d) list due to the establishment of a TMDL(s)). I recommend that the next version of the segment comparison matrix show for each segment (or combined segments) the sum of the number of 303(d) streams plus number of TMDL streams, consolidated into one line item (e.g., "303(d)/TMDLs)".

If you have any questions regarding these comments, please don't' hesitate to contact me.

Thanks,
Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
601-321-1135 (Jackson, MS Office)
404-562-9378 (Atlanta, GA Office)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

CERCLIS database check: (9/18/2015)

Search Criteria:

Active vs. Archived:	***Active***
County:	***HANCOCK***
State(s):	*Mississippi*

Found **5** site(s) that match your search criteria listed above.

Displaying sites 1 through 5

EPA ID	Site Name	City	County	State	Non-NPL Status	Non-NPL Status Date	NPL Status
MSN000407678	BAY ST. LOUIS HIGH SCHOOL MERCURY	BAY ST LOUIS	HANCOCK	MS	RO	09/24/2003	Not NPL
MSN000407673	HANCOCK COUNTY MERCURY RELEASE	KILN	HANCOCK	MS	RO	09/10/2003	Not NPL
MSN000410432	POLYCHEMIE DIMETHYLAMINE RELEASE	PEARLINGTON	HANCOCK	MS	RO	08/05/2013	Not NPL
MSD991277542	TENNESSEE GAS PIPELINE/CS 530	BAY ST. LOUIS	HANCOCK	MS	RN	12/07/2011	Not NPL
MS1800090002	US NASA STENNIS SPACE CENTER	STENNIS SPACE CENTER	HANCOCK	MS	OF	10/31/1998	Not NPL

Displaying sites 1 through 5

Search Criteria:

Active vs. Archived: *Archived*

County: *HANCOCK*

State(s): *Mississippi*

Found **5** site(s) that match your search criteria listed above.

Displaying sites 1 through 5

EPA ID	Site Name	City	County	State	Non-NPL Status	Non-NPL Status Date	NPL Status
MSD124353301	BERGERON MARINE	PEARLINTON	HANCOCK	MS	NF	01/31/1992	Not NPL
MSD000742668	BORG-WARNER CHEMICALS	PEARLINGTON	HANCOCK	MS	NF	03/01/1984	Not NPL
MSD000792580	PHILLIPS PETROLEUM CO WAVELAND PLT	WAVELAND	HANCOCK	MS	NF	06/01/1984	Not NPL
MSD980403133	SAM WHITFIELD TIM INTERNATIONAL	KILN	HANCOCK	MS	NF	09/25/1987	Not NPL
MS0800016123	USA MISSISSIPPI ARMY AMMO PLANT	BAY ST LOUIS	HANCOCK	MS	NF	07/01/1984	Not NPL

Displaying sites 1 through 5

Search Criteria:

Active vs. Archived: *Active*

County: *PEARL RIVER*

State(s): *Mississippi*

Found **6** site(s) that match your search criteria listed above.

Displaying sites 1 through 6

EPA ID	Site Name	City	County	State	Non-NPL Status	Non-NPL Status Date	NPL Status
MSN000410229	CROSBY-GAMMILL PROPERTY	PICAYUNE	PEARL RIVER	MS	RO	07/11/2008	Not NPL
MSSFN0407146	CROWN ZELLERBACH ABANDONED SITE	POPLARVILLE	PEARL RIVER	MS	NF	10/28/2003	Not NPL
MSN000407543	DELTA TERMINALS RELEASE	MCNEILL	PEARL RIVER	MS	RO	10/09/2002	Not NPL
MSN000410727	PEARL RIVER FISH KILL	POPLARVILLE	PEARL RIVER	MS	RO	08/14/2011	Not NPL
MSN000410205	PICAYUNE CITY DUMP	PICAYUNE	PEARL RIVER	MS	RO	04/11/2008	Not NPL
MSD065490930	PICAYUNE WOOD TREATING SITE	PICAYUNE	PEARL RIVER	MS	[Blank Code]	[Blank Date]	Final NPL

Displaying sites 1 through 6

Search Criteria:

Active vs. Archived: *Archived*

County: *PEARL RIVER*

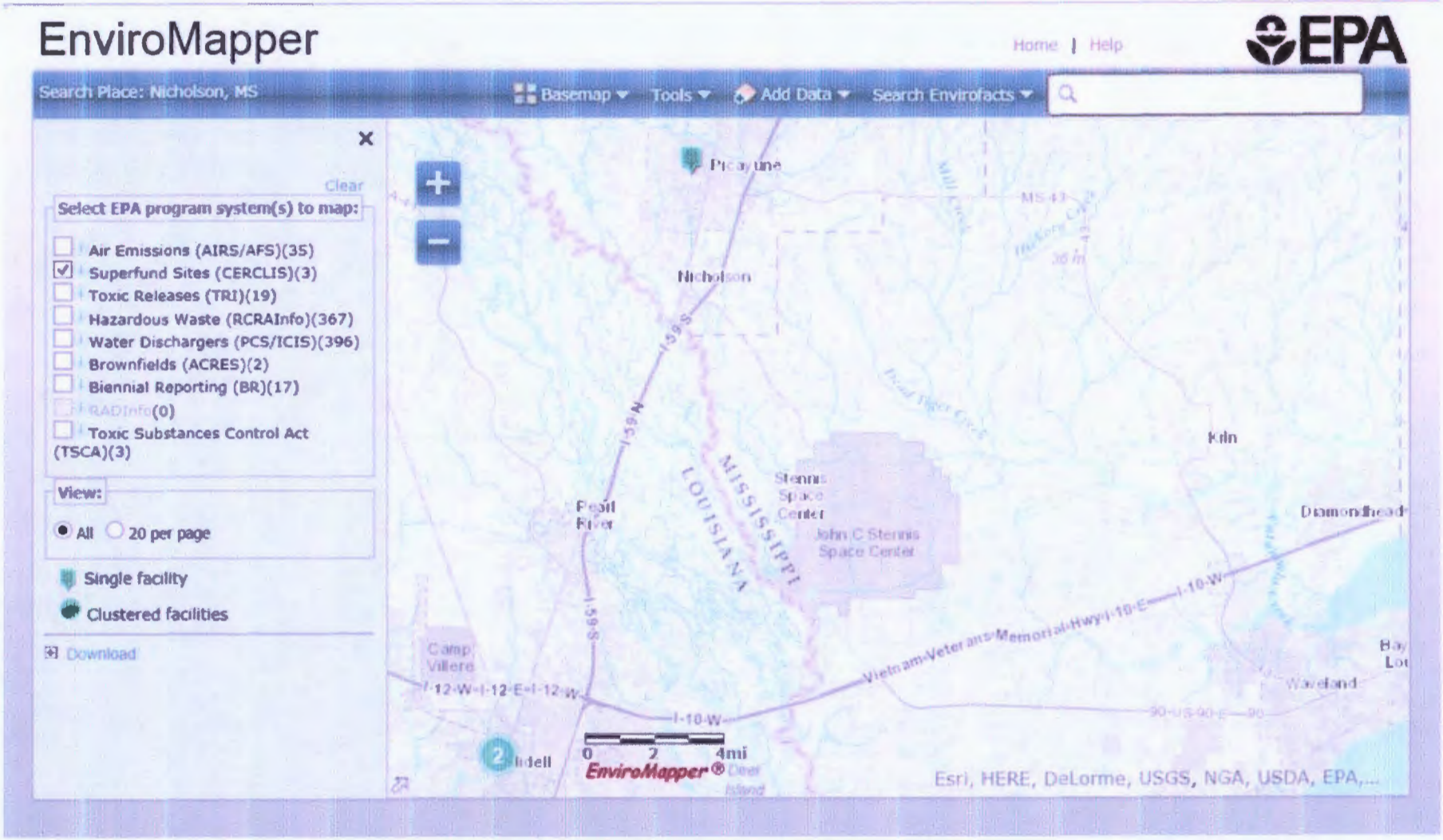
State(s): *Mississippi*

Found **5** site(s) that match your search criteria listed above.

Displaying sites 1 through 5

EPA ID	Site Name	City	County	State	Non-NPL Status	Non-NPL Status Date	NPL Status
MSD084662832	CROSBY CHEMICALS INC	PICAYUNE	PEARL RIVER	MS	NF	05/08/1991	Not NPL
MSD008184657	CROSBY FOREST PRODUCTS CO INC	PICAYUNE	PEARL RIVER	MS	NF	04/17/1989	Not NPL
MSD008194144	PEARL RIVER WOOD PRESERVING CORP	PICAYUNE	PEARL RIVER	MS	NF	03/14/1988	Not NPL
MSD981854896	POPLARVILLE PESTICIDE DUMP	POPLARVILLE	PEARL RIVER	MS	NF	09/09/1987	Not NPL
MSD094907995	WAGNER INDUSTRIES, INC	PICAYUNE	PEARL RIVER	MS	NF	09/01/1982	Not NPL

Displaying sites 1 through 5



Enviromapper: 2 sites in Slidell LA (Region 6) plus Picayune

EBA

EUWAX Wertpapier

Dean, Kenneth

From: Dean, Kenneth
Sent: Friday, September 18, 2015 7:05 PM
To: Vincent, Rhea
Cc: Kajumba, Ntale
Subject: Port Bienville RR project

Rhea,

I've been looking at the presentation slides from the Port Bienville scoping meeting. Below are a few preliminary comments based on further review of the slides.

(1) One of the slides has a bullet that states "16 potential rail line alternatives segment identified for further study". However, based on the 2015 Recombined Segment Comparison Matrix For the Reasonable Alternatives, I count either 15 combined segments or 17 individual segments. Would you please identify the 16 potential alternatives segments.

(2) In the segment comparison matrix, the values entered for "Streams 303(d)" under each of the various segments are rounded to the hundredth place (e.g., 0.08 for Segment 7). Should not these values be whole numbers reflecting the number of 303(d) streams that are determined to be potentially impacted (e.g., 1, 3, 7, etc.)? Please explain the meaning of the values and the purpose for presenting them in the current manner.

(3) Technically, 303(d)-listed streams are waterbodies that are currently on the State's most recently approved Section 303(d) List of Impaired Waterbodies. They are impaired waters that need or require TMDLs. The 303(d) List does not include impaired waterbodies that have TMDLs for the pollutants causing the impairment. Once TMDLs have been established for the pollutants of concern, the waterbody is no longer required to be on the 303(d) list, even though it may yet be impaired. The EIS analysis will need to include ALL of the potentially impacted impaired waters (i.e., those on the current 303(d) list as well as those that are no longer on the 303(d) list due to the establishment of a TMDL(s)). I recommend that the next version of the segment comparison matrix show for each segment (or combined segments) the sum of the number of 303(d) streams plus number of TMDL streams, consolidated into one line item (e.g., "303(d)/TMDLs)".

If you have any questions regarding these comments, please don't' hesitate to contact me.

Thanks,
Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
601-321-1135 (Jackson, MS Office)
404-562-9378 (Atlanta, GA Office)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

Dean, Kenneth

From:	Dean, Kenneth
Sent:	Friday, September 18, 2015 7:05 PM
To:	Vincent, Rhea
Cc:	Kajumba, Ntale
Subject:	Port Isenville 9R project

Rhea,

I've been looking at the presentation slides from the Port Isenville scoping meeting. Below are a few preliminary comments based on further review of the slides.

(1) One of the slides has a bullet that states "16 potential rail line alternatives segment identified for further study". However, based on the 2015 Recombined Segment Comparison Matrix for the Reasonable Alternatives, I count either 15 combined segments or 17 individual segments. Would you please identify the 16 potential alternatives segments.

(2) In the segment comparison matrix, the values entered for "Streams 303(d)" under each of the various segments are rounded to the hundredth place (e.g., 0.08 for Segment 7). Should not these values be whole numbers reflecting the number of 303(d) streams that are determined to be potentially impacted (e.g., 1, 3, 7, etc.)? Please explain the meaning of the values and the purpose for presenting them in the current manner.

(3) Technically, 303(d) listed streams are waterbodies that are currently on the State's most recently approved Section 303(d) List of Impaired Waterbodies. They are impaired waters that need or require TMDLs. The 303(d) List does not include impaired waterbodies that have TMDLs for the pollutants causing the impairment. Once TMDLs have been established for the pollutants of concern, the waterbody is no longer required to be on the 303(d) list, even though it may yet be impaired. The EIS analysis will need to include ALL of the potentially impacted impaired waters (i.e., those on the current 303(d) list as well as those that are no longer on the 303(d) list due to the establishment of a TMDL(s)). I recommend that the next version of the segment comparison matrix show for each segment (or combined segments) the sum of the number of 303(d) streams plus number of TMDL streams, consolidated into one line item (e.g., "303(d)/TMDL's)"

If you have any questions regarding these comments, please don't hesitate to contact me.

Thanks,
Ken

PORT BIENVILLE RAILROAD

Phase 2, Environmental Impact Statement (EIS)

Agency Scoping Meeting

Wednesday, August 19, 2015
1:30 PM
MDOT, Jackson, MS

Agenda

I. Welcome and Introductions

a. Purpose of the Meeting
b. Introductions/Sign-in Sheet
c. Comments from FRA

II. History of the Project – Feasibility Study

a. Purpose of the Project
b. Phase 1 Feasibility Study Efforts &
   i. GIS based Study
   ii. Conclusions & Reports
c. Phase 2 NEPA & Preliminary Design
   i. Scope & Schedule (flow chart of Phase 2 process)
   ii. Where we are in the process
   iii. Study Area Map of Potential Alternative Segments
   iv. Summary by Segment

III. Overview of the Agency Coordination/Public Involvement Plan

a. Overview of the Agency Coordination Plan
b. Participating vs Cooperating Agencies
c. POC's

IV. Path forward

a. Draft Purpose Statement
b. Refinement of the Alternatives
c. DEIS

V. Open Discussion – Comments & Questions

VI. Next Meeting

V. Conclusion

Website:

http://sp.mdot.ms.gov/Environmental/Pages/Projects.aspx

FRA Project Website:

https://www.fra.dot.gov/Page/P0798

Contact information:

Kim D. Thurman
Environmental Division Administrator
Mississippi Department of Transportation
Phone: (601) 359-7922
Fax: (601) 359-7355
e-mail: kthurman@mdot.state.ms.us

Melissa Hatcher
Environmental Protection Specialist
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 493-6075
Melissa.Hatcher@dot.gov

Dean, Kenneth

From: Vincent, Rhea <vincent@mdot.ms.gov>
Sent: Thursday, August 13, 2015 10:38 AM
To: Kajumba, Ntale
Cc: Dean, Kenneth; Thurman, Kim; 'McGuire, Michael T'
Subject: Port of Bienville
Attachments: Port B Updated Matrix for EIS 2015.pdf; AART_PtB_Reasonable_Alts_Wetlands-Aug2015red.pdf; PB PI Handout MM2.pdf; Port Bienville PPT_8_6_15red.pdf

Ms. Ntale,

Other information you may be interested in.

FRA website

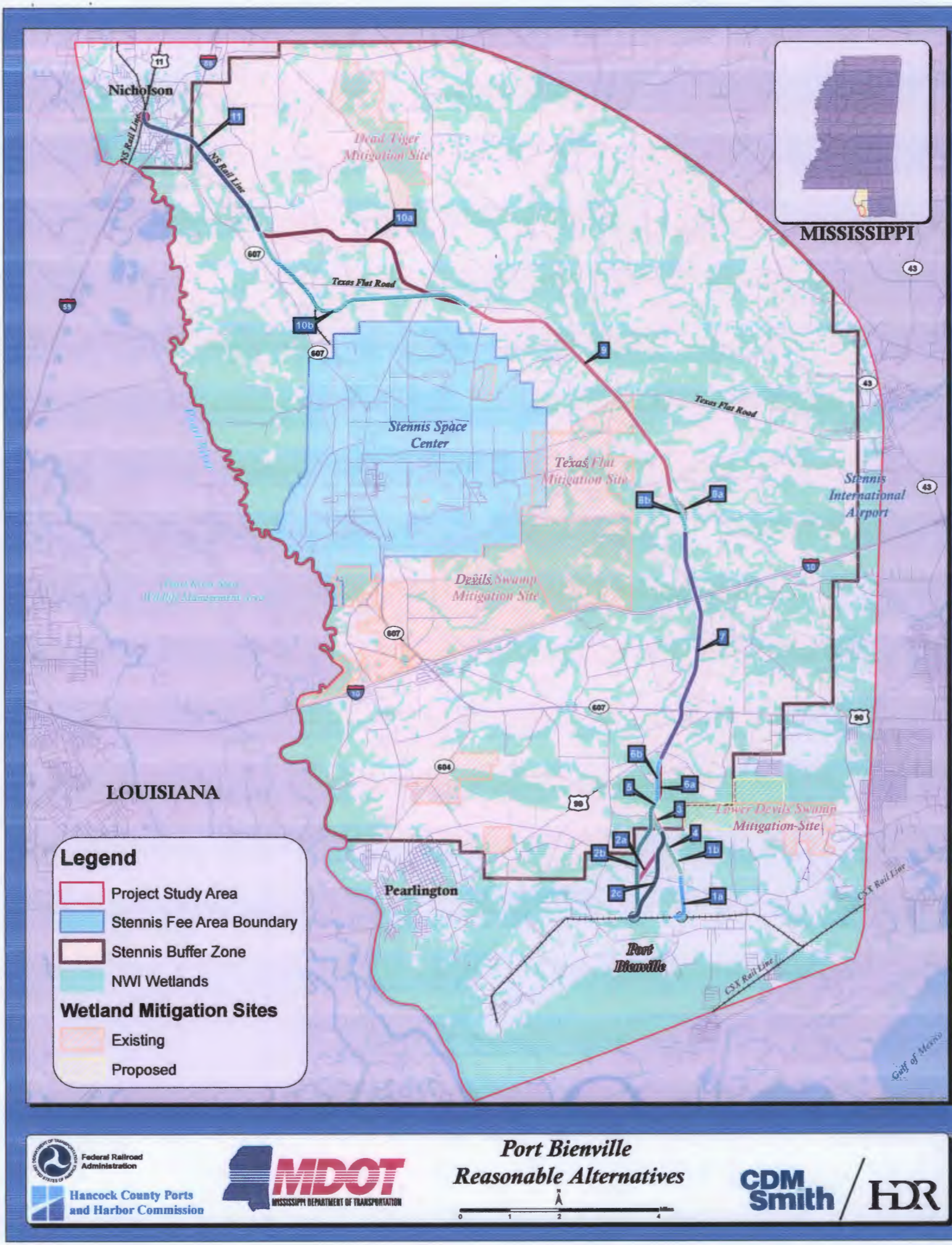
https://www.fra.dot.gov/Page/P0798

Thanks,

Rhea Vincent
Environmental Division
Mississippi Department of Transportation
601-359-7920

2015 RECOMBINED SEGMENT COMPARISON MATRIX FOR THE REASONABLE ALTERNATIVES (200 foot corridors)
PORT BIENVILLE EIS - PORT BIENVILLE TO NICHOLSON

CATEGORY		Unit of Measure	Segments 1a+1b+3	Segments 1a+4	2a+3	Segment 2b	2c +3	Segment 5	Segment 6a	Segment 6b	Segment 7	Segment 8a	Segment 8b	Segment 9	Segment 10a	Segment 10b	Segment 11
ENGINEERING CRITERIA	Length	Miles	2.55	2.56	2.59	2.47	2.59	0.05	0.92	0.92	4.84	0.88	0.83	5.99	4.95	5.18	3.46
	Total Estimated Implementation Cost	$ Millions	9.20	9.20	9.30	9.20	9.40	2.90	7.90	2.10	20.10	1.60	1.50	26.30	24.60	23.60	5.70
NATURAL FEATURES	Wetland Impacts	Acreage	29.03	31.57	41.60	43	35.48	1	11	17	81	8	10	52	56	26	6
	Shading Impacts	Acreage	0.15	0.15	0.15	0.15	0.15	0.09	0.20	0.52	0.21	0.00	0.00	0.40	0.51	0.51	0.00
	Wetland Quality	Value	114	123	138	262	146	44	387	398	457	18	55	1,057	455	658	357
	Cost of Impacts to Wetlands	$60K per acre @ 50%	$870,900	$947,100	$1,248,000	$1,277,100	$1,064,400	$38,100	$330,600	$495,300	$2,439,000	$254,700	$311,700	$1,557,300	$1,665,900	$771,300	$174,600
	Devil's Swamp Mitigation Bank	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Proposed Texas Flat Mitigation Bank	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.12	0.00	0.00	0.00
	Cost of Impacts to Mitigation Banks	$120K per acre @ 50%	0.00	0.00	0.00	$0	0.00	$0	$0	$0	$0	$0	$0	$787,200	$0	$0	$0
	Length of Wetland Bridging	LF	430	430	430	430	430	283	587	1500	596	0	0	1174	1469	1482	0
	Streams 303(d)	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.04	0.04	0.00
	Stream Crossings	# of Crossings	6.00	6.00	8.00	5	6.00	0	0	0	10	0	0	11	10	6	5
	HydroLine-Connector	Miles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.04
	HydroLine- Ditch	Miles	0.69	0.29	0.17	0.09	0.23	0.00	0.00	0.00	0.27	0.00	0.00	0.39	0.28	0.39	0.55
	HydroLine- Stream	Miles	0.00	0.00	0.08	0.08	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.04	0.09	0.06
	Stream/River - named	Miles	0.00	0.00	0.05	0.05	0.05	0.00	0.00	0.00	0.07	0.00	0.00	0.08	0.04	0.04	0.19
	Stream/River - other	Miles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.37	0.13	0.00
	Artificial Path	Miles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
	Total Stream Impacts	Miles	0.69	0.29	0.30	0.22	0.31	0.00	0.00	0.00	0.39	0.00	0.00	1.17	0.73	0.65	0.84
	Total Stream Impacts	Feet	3,643	1,531	1,584	1,162	1,637	0	0	0	2,059	0	0	6,178	3,854	3,432	4,435
	Cost of Impacts to Streams	$200 per linear feet @ 50%	$364,320	$153,120	$158,400	$116,160	$163,680	$0	$0	$0	$205,920	$0	$0	$617,760	$385,440	$343,200	$443,520
MAN-MADE FEATURES	CERCLA	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25
	Archaeological Sites	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.00
	High Probability	Acreage	28.21	27.75	17.66	13.87	15.59	0.00	0.03	0.61	23.40	2.69	2.72	46.57	20.72	29.77	30.20
	Medium Probability	Acreage	14.76	13.05	19.96	17.24	26.74	0.04	2.85	5.98	68.07	12.85	10.23	74.61	74.89	60.34	46.55
	Farmland (Prime)	Acreage	1.49	1.49	0.00	0.00	0.28	0.00	0.00	0.00	15.78	7.05	4.05	54.59	44.72	51.42	68.48
	Farmland (Prime If Drained)	Acreage	18.38	18.84	22.37	19.05	22.59	0.04	12.52	11.95	15.11	6.61	8.98	16.85	25.80	45.23	3.31
	Farmland (Statewide Importance0	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	1.99	0.00	0.00	0.70	0.00
	Mines	Acreage	0.00	0.00	0.00	5.78	2.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.34	0.84	0.41
	Bombing Ranges	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45.53	21.33	20.24	145.31	23.18	24.09	0.00
	Recreational Facilities	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
INFRASTRUCTURE	Water Wells	Acreage	1.02	0.67	1.02	0.67	1.22	0.78	0.72	0.72	0.18	0.00	0.00	0.00	0.23	1.28	4.10
	Transmission Line Crossings	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
	Gas Line Crossings	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00



Federal Railroad Administration

Hancock County Ports and Harbor Commission

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Port Bienville Reasonable Alternatives

0 1 2 4

CDM Smith / HDR

Legend
Wetland Mitigation Sites
Existing
Proposed

Port Bienville Rail Study
Environment Impact Statement
Public Scoping Meeting

PURPOSE

"Evaluate the feasibility and environmental impacts assoicated with constructing a new freight railroad to connect Port Bienville Industrial Park to Norfolk Southern Railroad in Nicholson, MS"

PROJECT HISTORY

- Hancock County Ports & Harbor Commission secured a Federal Railroad Administration Grant for the Port Bienville Rail Study in 2007
- FRA is the lead Federal Agency overseeing the project
- Mississippi Department of Transportation is Contracting Agency and manages the study
- Feasibility Study was completed in 2013
- Notice of Intent issued in June 2015

PROJECT FACTS

- Approximately 24 miles in length
- Crosses over I-10 and I-59
- Majority of the project lies within the Stennis Space Center Acoustical Buffer
- No building impacts anticipated
- Cost is approximately $100 million

FEASIBILITY STUDY FINDINGS

A new rail connection to Norfolk Southern would provide existing business:

- Access to dual Class 1 rail service
- Improved transit times and reliability of deliveries

"Dual Class 1 rail access would enable Hancock & Pearl River Counties to attract new industries that require this level of rail service"

ECONOMIC DRIVERS

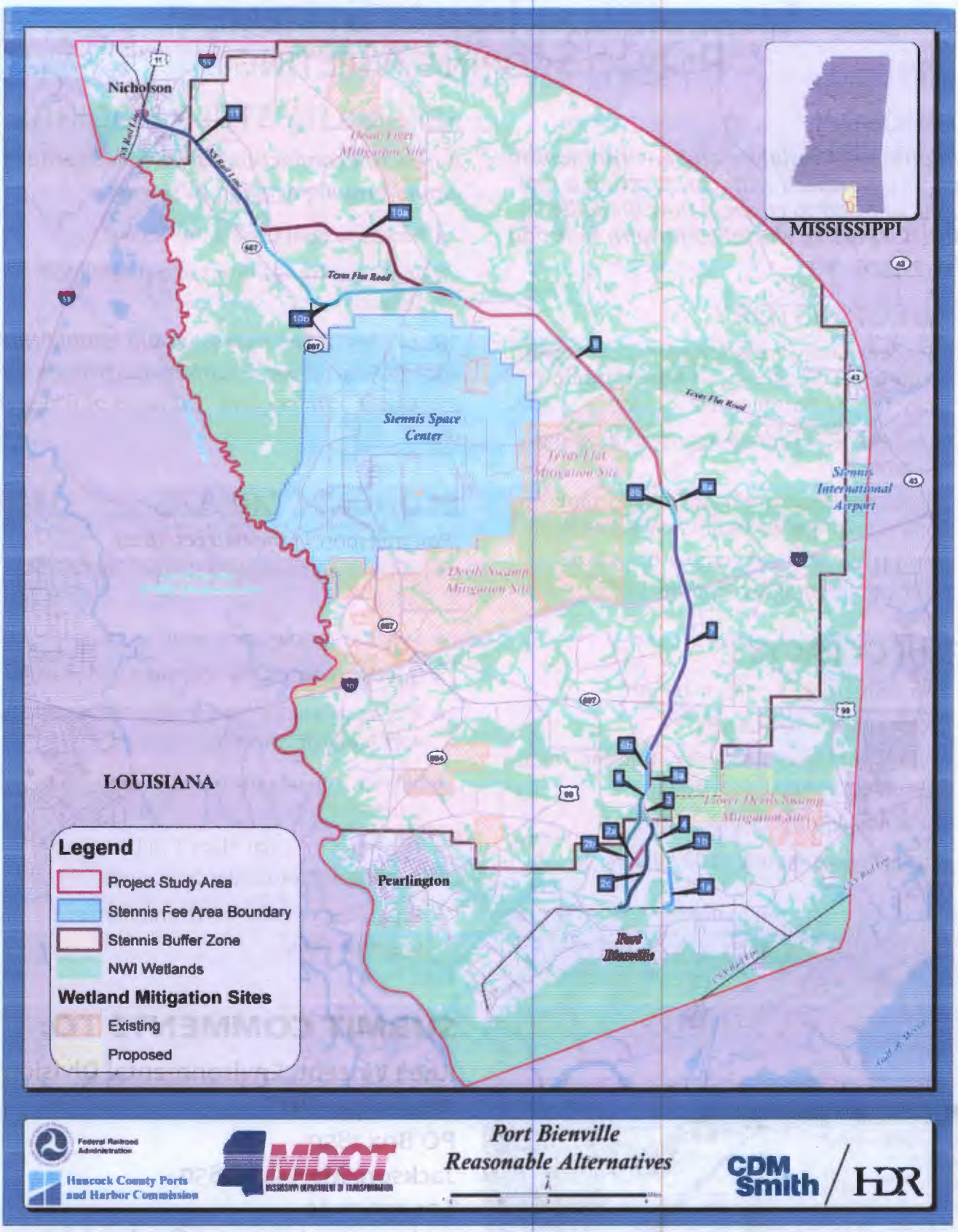
(Rail transport in the two counties)

- Value of commodities shipped by rail: $1 billion
- 543,000 carload tons/year
- Goods are primarily polymers and plastics
- 70% of plastic-related freight moves through Port Bienville Shortline Railroad
- Service impacts from single Class 1 Rail Carrier
- The need for Dual Class 1 rail service for existing and potential customers
- Expansion of client base and market opportunities.

SUBMIT COMMENTS TO:

Rhea Vincent, Environmental Division
Mississippi DOT
PO Box 1850
Jackson, Ms 39215-1850
601-359-7920
environmentalcomments@mdot.state.ms.us

PROPOSED RAIL SEGMENTS IDENTIFIED IN FEASIBILITY STUDY



ADDITIONAL PROJECT INFO:

Port Bienville Rail Feasibility Study http://sp.mdot.ms.gov/Environmental/Pages/Projects.aspx

Port Bienville Rail EIS
Scoping Meeting

Presented by:
Rhea Vincent
Mike McGuire

August 19, 2015

CDM Smith

Agenda

- Project History
- Funding
- Process
- Future Steps

Study Area

Hancock & Pearl River Counties

231 Square Mile Study Area

Stennis Space Center

Fee Area

Buffer Zone

CDM Smith

Project History

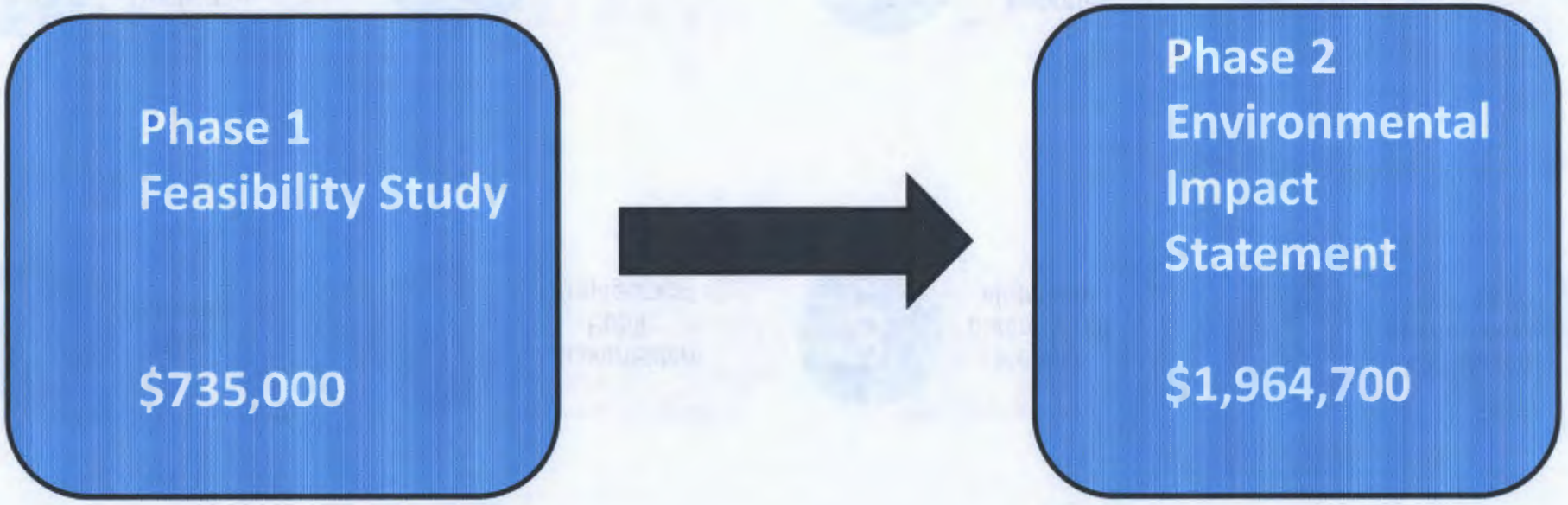
- HCPHC secured USDOT Grant for Port Bienville Rail Study in 2007
- FRA is led Federal Agency overseeing the EIS
- Mississippi Department of Transportation is Contracting Agency and manages the Study
- Consultant team is led by CDM Smith
- $2,699,700 Grant Funding Studies

- Scope of work for the Studies:
  - Feasibility Study (completed)
  - Environmental Impact Statement and Preliminary Design (starting)

CDM Smith

Funding

- Current Grant supports study efforts only



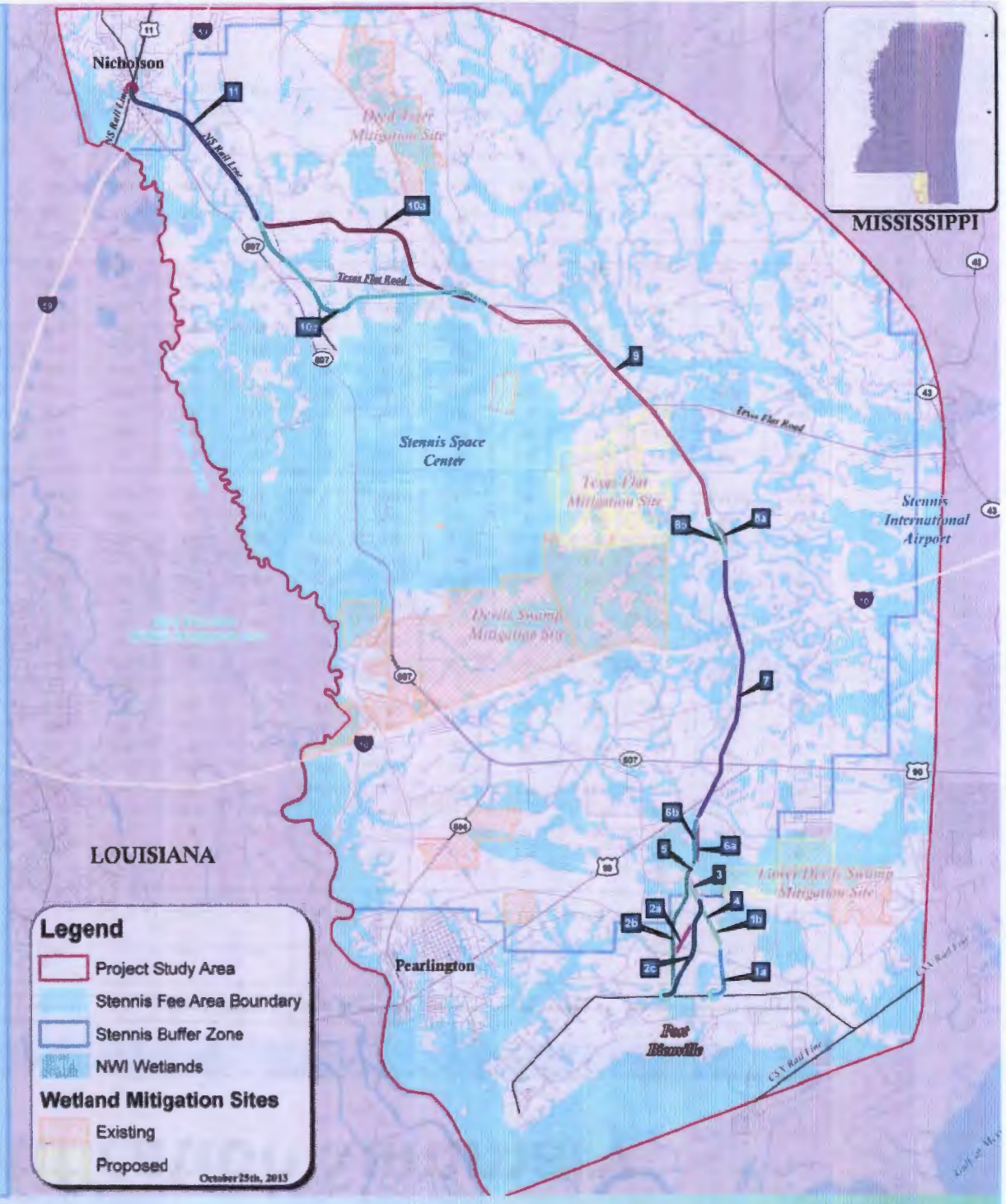
- A number of funding opportunities have been identified for future phases of work but none have been secured at this time.

Phase 1 Feasibility

CDM Smith

Map of Potential Alternative Segments

- Exhaustive efforts to Minimize Impacts to the Natural & Human Environment
- 16 Potential Rail Line Alternatives Segments Identified for Further Study
- 40 possible alignment combinations
- All alignment combinations skirt around the Stennis Fee Area
- Use a portion of the existing rail bed



CDM Smith

Constraints Identification Summary

2015 RECOMBINED SEGMENT COMPARISON MATRIX FOR THE REASONABLE ALTERNATIVES (200 foot corridors)
PORT BIENVILLE EIS - PORT BIENVILLE TO MICHIGAN

CATEGORY		Unit of Measure	Segments 1a+1b+3	Segments 1a+4	2a+3	Segment 2b	2c +3	Segment 5	Segment 6a	Segment 6b	Segment 7	Segment 8a	Segment 8b	Segment 9	Segment 10a	Segment 10b	Segment 11
	Length	Miles	2.55	2.56	2.59	2.47	2.59	0.05	0.92	0.92	4.84	0.88	0.83	5.99	4.95	5.18	3.46
	Total Estimated Implementation Cost	$ Millions	9.20	9.20	9.30	9.20	9.40	2.90	7.90	2.10	20.10	1.60	1.50	26.30	24.60	23.60	5.70
	Wetland Impacts	Acreage	29.03	31.57	41.60	43	35.48	1	11	17	81	8	10	52	56	26	6
	Shading Impacts	Acreage	0.15	0.15	0.15	0.15	0.15	0.09	0.20	0.52	0.21	0.00	0.00	0.40	0.51	0.51	0.00
	Wetland Quality	Value	114	123	138	262	146	44	387	398	457	18	55	1,057	455	658	357
	Cost of Impacts to Wetlands	$60K per acre @ 50%	$870,900	$947,100	$1,248,000	$1,277,100	$1,064,400	$38,100	$330,600	$495,300	$2,439,000	$254,700	$311,700	$1,557,300	$1,665,900	$771,300	$174,600
	Devil's Swamp Mitigation Bank	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Proposed Texas Flat Mitigation Bank	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.12	0.00	0.00	0.00
	Cost of Impacts to Mitigation Banks	$120K per acre @ 50%	0.00	0.00	0.00	$0	0.00	$0	$0	$0	$0	$0	$0	$787,200	$0	$0	$0
	Length of Wetland Bridging	LF	430	430	430	430	430	283	587	1500	596	0	0	1174	1469	1482	0
	Streams 303(d)	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.04	0.04	0.00
	Stream Crossings	# of Crossings	6.00	6.00	8.00	5	6.00	0	0	0	10	0	0	11	10	6	5
	Hydroline-Perennial	Miles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.04
	Hydroline- Ditch	Miles	0.69	0.21	0.17	0.09	0.23	0.00	0.00	0.00	0.27	0.00	0.00	0.38	0.28	0.24	0.38
	HydroLine- Stream	Miles	0.00	0.00	0.08	0.08	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.04	0.09	0.06
	Stream/River - named	Miles	0.00	0.00	0.05	0.05	0.05	0.00	0.00	0.00	0.07	0.00	0.00	0.08	0.04	0.04	0.18
	Stream/River - other	Miles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.07	0.13	0.00
	Artificial Path	Miles	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
	Total Stream Impacts	Miles	0.69	0.21	0.30	0.22	0.31	0.00	0.00	0.00	0.35	0.00	0.00	1.17	0.73	0.69	0.84
	Total Stream Impacts	Feet	3,643	1,531	1,584	1,162	1,637	0	0	0	2,059	0	0	6,178	3,854	3,432	4,435
	Cost of Impacts to Streams	$200 per linear feet @ 50%	$364,320	$153,120	$158,400	$116,160	$163,680	$0	$0	$0	$205,920	$0	$0	$617,760	$385,440	$343,200	$443,520
	CERCLA	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25
	Archaeological Sites	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.00
	High Probability	Acreage	28.21	27.75	17.66	13.87	15.59	0.00	0.03	0.61	23.40	2.69	2.72	46.57	20.72	29.77	30.20
	Medium Probability	Acreage	14.75	13.05	19.96	17.24	26.74	0.04	2.85	5.98	68.07	12.85	10.23	74.61	74.89	60.34	46.55
	Farmland (Prime)	Acreage	1.49	1.49	0.00	0.00	0.28	0.00	0.00	0.00	15.78	7.05	4.05	54.59	44.72	51.42	68.48
	Farmland (Prime If Drained)	Acreage	18.38	18.84	22.37	19.05	22.59	0.04	12.52	11.95	15.11	6.61	8.98	16.85	25.80	45.23	3.31
	Farmland (Statewide Importance0	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	1.99	0.00	0.00	0.70	0.00
	Mines	Acreage	0.00	0.00	0.00	5.78	2.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.34	0.84	0.41
	Bombing Ranges	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45.53	21.33	20.24	145.31	23.18	24.09	0.00
	Recreational Facilities	Acreage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Water Wells	Acreage	1.02	0.67	1.02	0.67	1.22	0.78	0.72	0.72	0.18	0.00	0.00	0.00	0.23	1.28	4.10
	Transmission Line Crossings	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
	Gas Line Crossings	#	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00

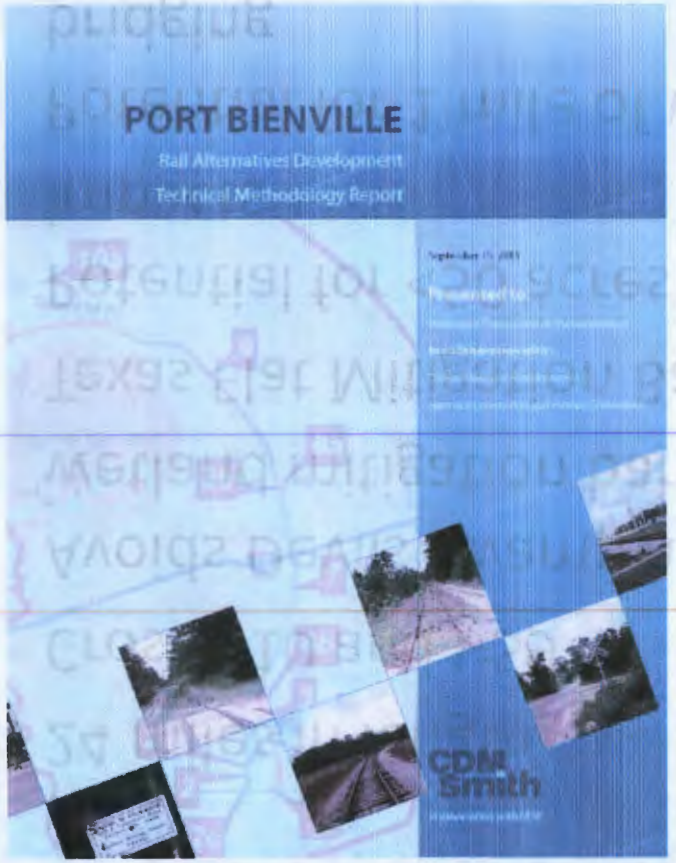
CDM Smith

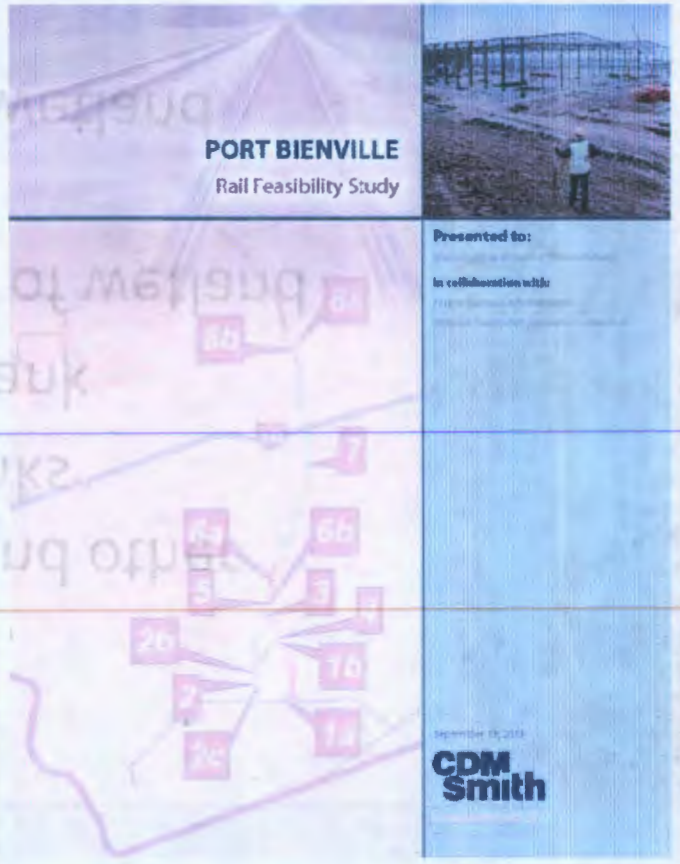
Proposed Project or Proposed Action

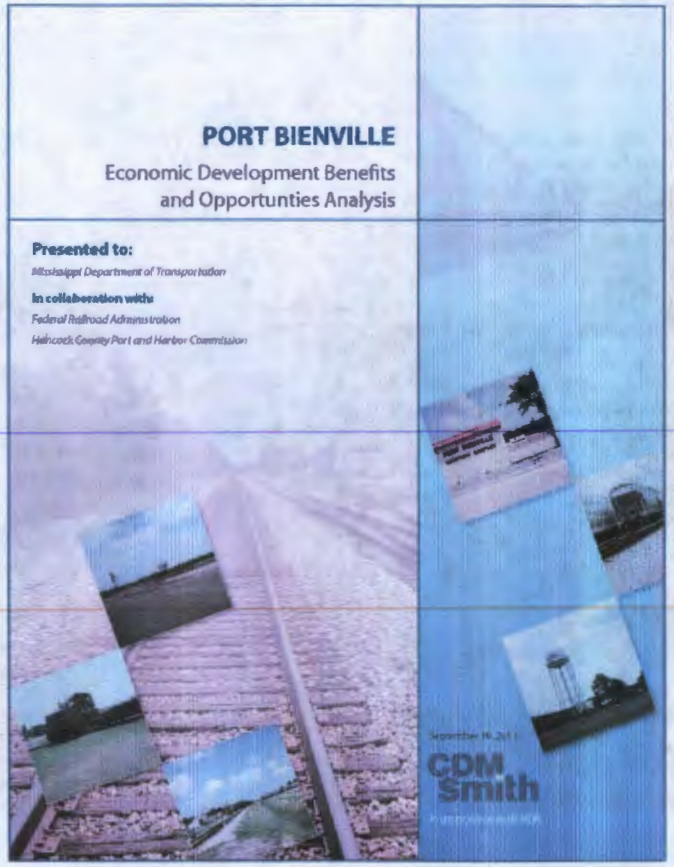
- 24 miles in length
- Cross I-10 and I-59
- Avoids Devils Swamp and other wetland mitigation banks
- Texas Flat Mitigation Bank
- Potential for <50 acres of wetland impacts
- Potential for 1 mile of wetland bridging
- Approximately $100 M implementation cost

CDM Smith

Completion of Three Studies







CDM Smith

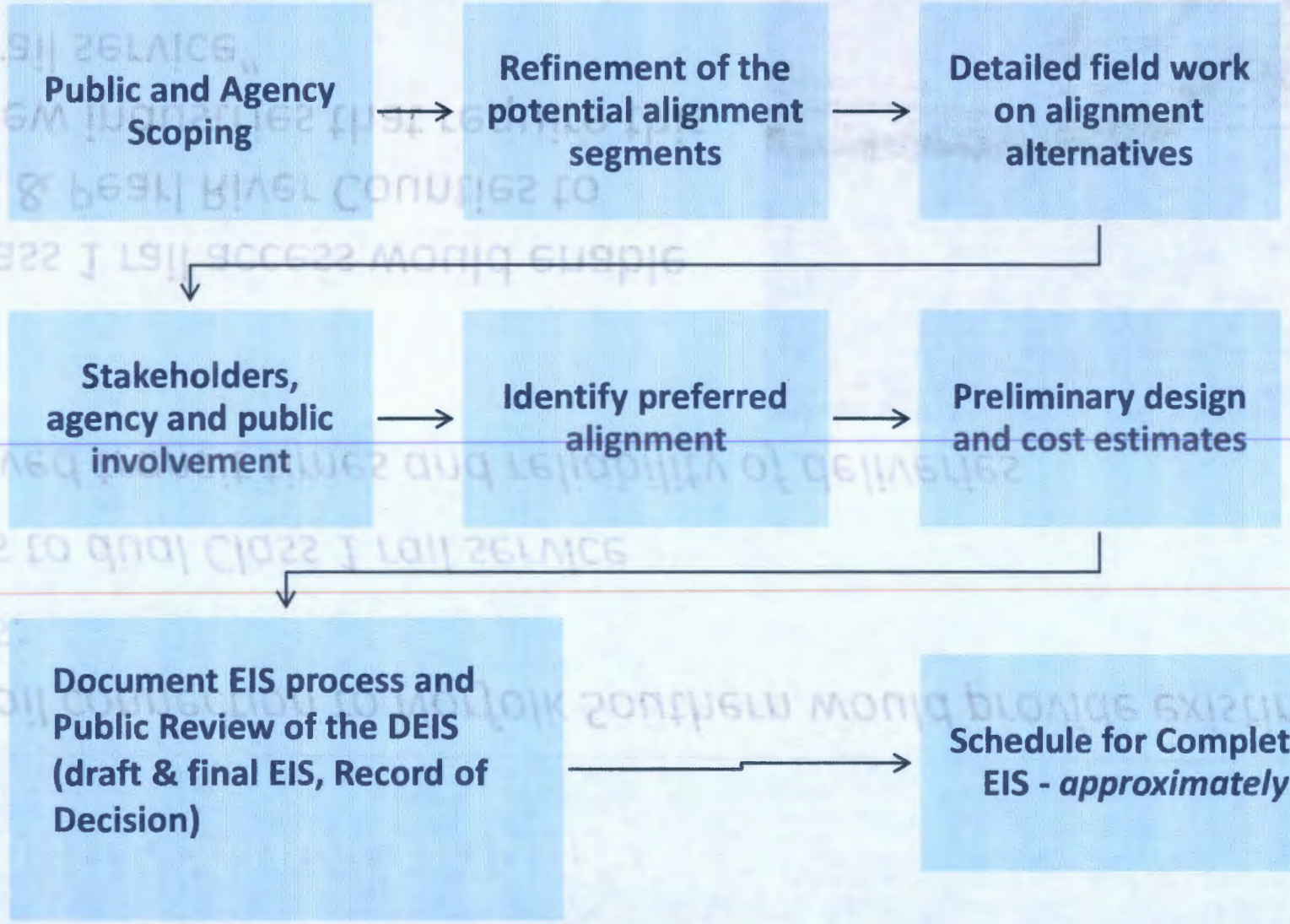
Feasibility Study Findings

- *A new rail connection to Norfolk Southern would provide existing business:*
  - *Access to dual Class 1 rail service*
  - *Improved transit times and reliability of deliveries*

"Dual Class 1 rail access would enable Hancock & Pearl River Counties to attract new industries that require this level of rail service"

CDM Smith

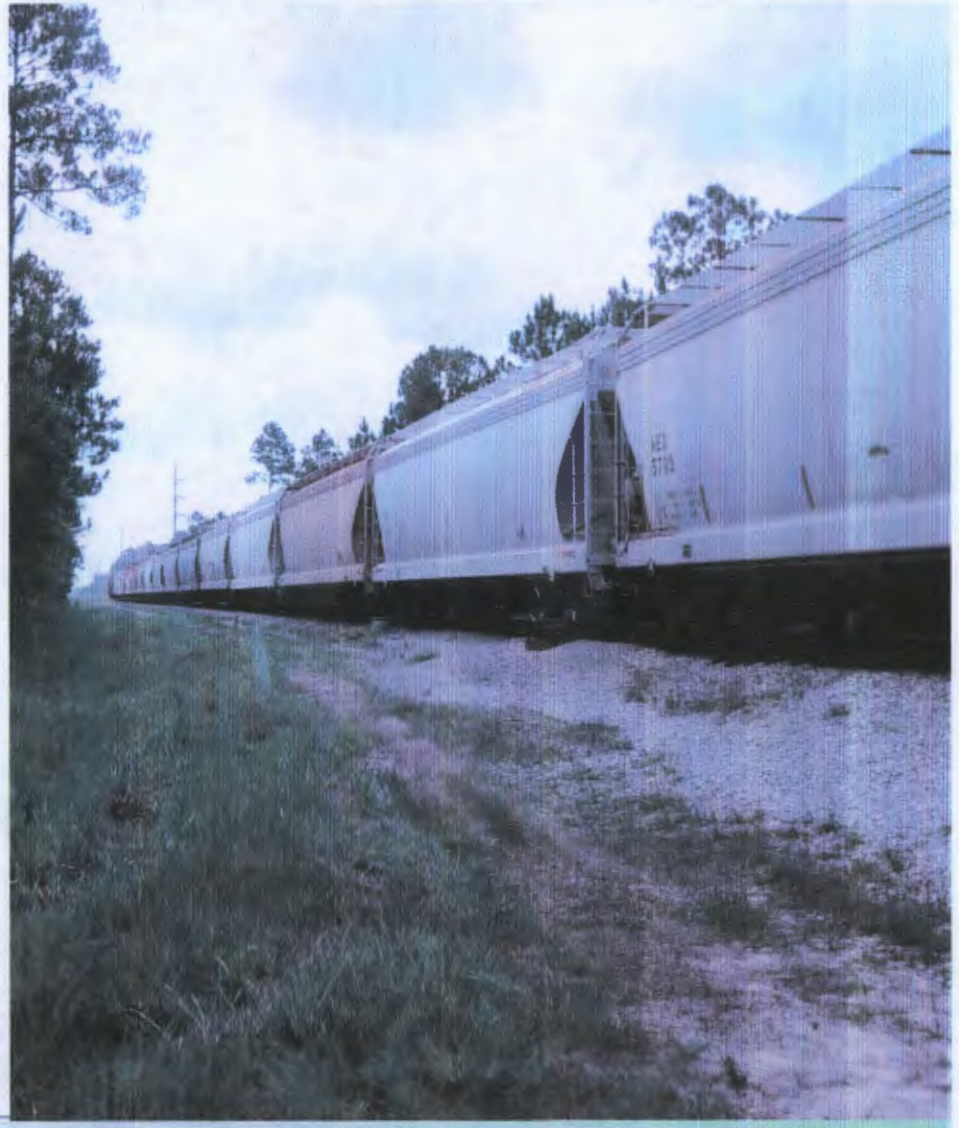
Phase 2 – Environmental Impact Statement (EIS)



CDM Smith

Future Steps

- Identify funding source(s) for right-of-way and construction
- Final design
- Permitting
- Right-of-way acquisition
- Construction



CDM Smith

THANK YOU!
QUESTIONS?

Mark C. McConnell
Deputy Executive Director/
Chief Engineer

Charles R. Carr
Director
Office of Intermodal Planning

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Melinda L. McGrath
Executive Director

Lisa M. Hancock
Deputy Executive Director/
Administration

Willie Huff
Director
Office of Enforcement

P. O. Box 1850 / Jackson, MS 39215-1850 / Telephone (601) 359-7001 / FAX (601) 359-7110 / GoMDOT.com

July 28, 2015

Heinz Mueller
U.S. Environmental Protection Agency
Atlanta Federal Center, 61 Forsyth St., SW
Atlanta, GA 30303

Subject: Resource Agency Scoping Meeting – Port Bienville, Hancock County

Dear Mr. Mueller:

The Mississippi Department of Transportation (MDOT) in conjunction with the Federal Railroad Administration (FRA) is currently initiating efforts to conduct an Environmental Impact Statement (EIS) in order to provide a project that would connect the Port Bienville Short Line Railroad in Hancock County with the southern mainline of the Norfolk Southern Railroad in Pearl River County. As part of our diligence to assess feasible and prudent solutions, we respectfully request your participation during this environmental process which includes a scoping meeting to discuss any concerns your agency may have for the project and/or the project's study area. The meeting will be held on Wednesday, August 19, 2015, at 2:00 p.m. in the first floor conference room of MDOT's Administration Building located at 401 N. West Street, Jackson, MS. Additionally, the scoping process will continue with a public meeting from 4:00 pm to 7:00 pm on Thursday, August 20, 2015 at the Port Bienville Training Facility, 3060 Port & Harbor Drive, Pearlington, MS.

If you have any questions or need additional information, please do not hesitate to contact Mr. Rhea Vincent with the MDOT Environmental Division at telephone number (601) 359-7920. You may also provide any comments via email at environmentalcomments@mdot.state.ms.us. We look forward to meeting with you and/or members of your staff.

Sincerely,

Kim Thurman
Environmental Division Administrator

KDT/SVD: tbs

Enclosures
cc: Mr. John Winkle, Project Team Leader, Federal Railroad Administration
cc: Mr. Kenneth Dean, EPA-MDOT Liason
cc: Ms. Amy Mood, Asst. Chief Engineer – PreConstruction
cc: Mr. Kelly Castleberry, District VI Engineer

Mark C. McConnell
Deputy Executive Director
Chief Engineer

Charles R. Carr
Director
Office of Intermodal Planning

Lisa M. Hancock
Deputy Executive Director
Administration

Willis Hutt
Director
Office of Enforcement

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Melinda L. McGrath
Executive Director

P. O. Box 1850 / Jackson, MS 39215-1850 / Telephone (601) 359-7001 / FAX (601) 359-7110 / GoMDOT.com

July 28, 2015

Heinz Mueller
U.S. Environmental Protection Agency
Atlanta Federal Center, 61 Forsyth St. SW
Atlanta, GA 30303

Subject: Resource Agency Scoping Meeting – Port Bienville, Hancock County

Dear Mr. Mueller:

The Mississippi Department of Transportation (MDOT) in conjunction with the Federal Railroad Administration (FRA) is currently initiating efforts to conduct an Environmental Impact Statement (EIS) in order to provide a project that would connect the Port Bienville Short Line Railroad in Hancock County with the southern mainline of the Norfolk Southern Railroad in Pearl River County. As part of our diligence to assess feasible and prudent solutions, we respectfully request your participation during this environmental process which includes a scoping meeting to discuss any concerns your agency may have for the project and/or the project's study area. The meeting will be held on Wednesday, August 19, 2015, at 2:00 p.m. in the first floor conference room of MDOT's Administration Building located at 401 N. West Street, Jackson, MS. Additionally, the scoping process will continue with a public meeting from 4:00 pm to 7:00 pm on Thursday, August 20, 2015 at the Port Bienville Training Facility, 3060 Port & Harbor Drive, Pearlington, MS.

If you have any questions or need additional information, please do not hesitate to contact Mr. Rhea Vincent with the MDOT Environmental Division at telephone number (601) 359-7920. You may also provide any comments via email at environmentalcomments@mdot.state.ms.us. We look forward to meeting with you and/or members of your staff.

Sincerely,

Kim Thurman
Environmental Division Administrator

KDTVD: ths

Enclosures

cc: Mr. John Winkle, Project Team Leader, Federal Railroad Administration
cc: Mr. Kenneth Dean, EPA-MDOT Liaison
cc: Ms. Amy Mood, Asst. Chief Engineer – PreConstruction
cc: Mr. Kelly Castleberry, District VI Engineer

Federal Railroad Administration

Hancock County Development Commission

MDOT Mississippi Department of Transportation

Port Bienville Reasonable Alternatives

CDM Smith / HDR

Legend
Project Study Area
Sienna Buffer Zone
NWI Wetlands
Wetland Mitigation Sites
Existing
Proposed

Dean, Kenneth

From: Vincent, Rhea <vincent@mdot.ms.gov>
Sent: Wednesday, March 11, 2015 7:57 AM
To: Dean, Kenneth
Cc: Thurman, Kim; Wallace, Chad; 'McGuire, Michael T'; 'John Winkle (john.winkle@dot.gov)'; 'melissa.hatcher@dot.gov'; 'Catherine.Dobbs@dot.gov'
Subject: 105494 FRA-0023-00(003) Port of Bienville
Attachments: removed.txt; removed.txt

Project:

105494 FRA-0023-00(003)

Route:

Port of Bienville

County:

Hancock

Description:

Port Bienville Feasibility and Env Study Funds transferred from FHWA to FRA. Demo # MS140. Agreement Number: FR-RLD-0014-12-01-00

Charge

053210 105494/101000 119 1

Mr. Dean,

As discussed and requested yesterday, please find below a link to the requested files. Included are the final feasibility reports, Schedule, various process approval documents, and maps.

We are just getting started with the NEPA process. We hope to have the first agency meeting sometime in April. Shape files are provided for better reference to your systems. If you can offer information pertaining to the study area, we would appreciate the information.

TO DOWNLOAD YOUR FILES PLEASE VISIT:
https://file-exchange.mdot.state.ms.us/dl/?f=c3056d7a6c2281dfff5f8ceebaea49a2b5aa4beb

File(s)

Size

to EPA 03112015.zip

21.76 Mb

MESSAGE FROM SENDER: ---
Project:105494 FRA-0023-00(003)
Route:Port of Bienville
County:Hancock
Description:Port Bienville Feasibility and Env Study Funds transferred from FHWA to FRA. Demo # MS140.
Agreement Number: FR-RLD-0014-12-01-00

Your file downloads will only be available until Friday, April 10th (30 days).

If anything further is needed or you wish to discuss, please feel free to call or write.

Thanks,

Rhea Vincent
Environmental Division
Mississippi Department of Transportation
601-359-7920
601-260-0875

Dean, Kenneth

From: Dean, Kenneth
Sent: Tuesday, March 10, 2015 5:05 PM
To: Vincent, Rhea
Cc: Kajumba, Ntale
Subject: Port Bienville

Rhea,

I understand some public documents regarding the Port Bienville project were made available in December to some of the government agencies. EPA provided information and input in the early part (Phase 1?) of the Port Bienville study, but was apparently inadvertently omitted from the email distribution list. Would you please email Ntale and me the link where we can download the zip files for the project?

Thanks,
Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
601-321-1135 (Jackson, MS Office)
404-562-9378 (Atlanta, GA Office)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

Dean, Kenneth

From: Dean, Kenneth
Sent: Tuesday, March 10, 2015 5:05 PM
To: Vincent, Rhea
Cc: Kajumba, Ntale
Subject: Port Bienville

Rhea,

I understand some public documents regarding the Port Bienville project were made available in December to some of the government agencies. EPA provided information and input in the early part (Phase 1?) of the Port Bienville study, but was apparently inadvertently omitted from the email distribution list. Would you please email Ntale and me the link where we can download the zip files for the project?

Thanks,
Ken

Ken Dean
EPA-NTCT Liaison
U.S. EPA, Region 4
NEPA Program Office
404 562 9372 (Atlanta, GA Office)
678-838-2079 (Headquarters)
dean.kenneth@epa.gov

"McGuire, Michael T" <mcguiremt@cdmsmith.com>

12/17/2012 11:38 PM

To "Holcomb, Sammy" <sholcomb@mdot.ms.gov>, "Barnwell, Claiborne" <claiborne.barnwell@dot.gov>, "'Mark.thompson@noaa.gov'"

cc "Netherland, Lindsey E." <lnetherland@mdot.ms.gov>, "Jeffrey, James A" <jjeffrey@mdot.ms.gov>, "'jsacks@hcdc.ms'" <'jsacks@hcdc.ms'>,

bcc

Subject RE: Second Agency Scoping Meeting - Port Bienville Feasibility Study

2 attachments

Port Bienville Dec 18 12 Agency Meeting Final.pdf

Port Bienville Agency Cord Meeting Final.pdf

All, attached please find the agenda and PowerPoint presentation for the meeting tomorrow. We will have handouts of this information for those in attendance; For those unable to attend and planning to call into the meeting please use the following conference call number: Conference Call: 1-719-325-2630, 481166

Thanks,

Michael T McGuire, PE
CDM Smith
1301 Gervais Street, Columbia SC, 29201
w:803.758.4548, c:803.360.0806

From: Holcomb, Sammy [mailto:sholcomb@mdot.ms.gov]
Sent: Monday, December 10, 2012 11:13 AM
To: Barnwell, Claiborne; 'Mark.thompson@noaa.gov'; 'david_felder@fws.gov'; 'Anthony.R.Lobred@usace.army.mil'; 'kajumba.ntale@epa.gov'; 'Dean.William-Kenneth@epa.gov'; 'al.garner@ms.usda.gov'; 'hholmes@mdah.state.ms.us'; 'gwilliamson@mdah.state.ms.us'; 'plieb@mdah.state.ms.us'; 'tfisher@mdeq.ms.gov'; 'mrao@mdeq.ms.gov'; 'Florance_Watson@deq.state.ms.us'; 'Willa.Brantley@dmr.ms.gov'; 'bill.walker@dmr.state.ms.us'; 'spolles@mdwfp.state.ms.us'; 'Phillip.Sanderson@mmns.state.ms.us'; 'egw@grpc.com'
Cc: Netherland, Lindsey E.; Jeffrey, James A; 'jsacks@hcdc.ms'; 'Jely@mdot.ms.gov'; Thurman, Kim; Vincent, Rhea; Castleberry, Kelly; Catherine Dobbs; John Winkle ; 'Randall.brown@dot.gov'; 'kathleen.bryant@dot.gov'; McGuire, Michael T; Belvin, Michael L; Mood, Amy
Subject: RE: Second Agency Scoping Meeting - Port Bienville Feasibility Study
Importance: High

All,

We are planning on providing lunch at this meeting. Please let Lindsey Netherland (she is copied on this email) know if you or your staff members are coming to the meeting so that we can order the food appropriately. If at all possible, please let us know by the 12th.

Thanks,

Sammy Holcomb
Planning Division
Office: 601-359-7685
Cell: 769-218-7702

From: Belvin, Michael L
Sent: Tuesday, December 04, 2012 11:05 AM
To: 'Barnwell, Claiborne'; 'Mark.thompson@noaa.gov'; 'david_felder@fws.gov'; 'Anthony.R.Lobred@usace.army.mil'; 'kajumba.ntale@epa.gov'; 'Dean.William-Kenneth@epa.gov'; 'al.garner@ms.usda.gov'; 'hholmes@mdah.state.ms.us'; 'gwilliamson@mdah.state.ms.us'; 'plieb@mdah.state.ms.us'; 'tfisher@mdeq.ms.gov'; 'mrao@mdeq.ms.gov'; 'Florance_Watson@deq.state.ms.us'; 'Willa.Brantley@dmr.ms.gov'; 'bill.walker@dmr.state.ms.us'; 'spolles@mdwfp.state.ms.us'; 'Phillip.Sanderson@mmns.state.ms.us'; 'egw@grpc.com'
Cc: 'jsacks@hcdc.ms'; 'Jely@mdot.ms.gov'; 'Kim Thurman (MDOT-Env Division Manager)'; 'Rea Vincent (MDOT)'; 'Castleberry, Kelly'; 'Catherine Dobbs'; 'John Winkle'; 'Randall.brown@dot.gov'; 'kathleen.bryant@dot.gov'; McGuire, Michael T; Belvin, Michael L; 'Amy Mood'
Subject: Second Agency Scoping Meeting - Port Bienville Feasibility Study

As discussed on August 23rd, during our Preliminary Agency Scoping Meeting, The Mississippi Department of Transportation, in cooperation with the Federal Railroad Administration and the Hancock County Development Commission, is preparing a Feasibility Study for the location of a new railroad line to connect the Port of Bienville Short Line Railroad, located at the Port Bienville Industrial Park in Hancock County, and the Norfolk Southern Railroad located in the vicinity of Nicholson in Pearl River County.

We are still in the Feasibility Stage of project development and we would like to schedule a follow-up meeting to present the results of our alternative corridor investigations. A meeting has been scheduled for Tuesday, December 18, 2012, 10:00 A.M. to noon at the MDOT Administrative Building, located at 401 North West Street in Jackson, Mississippi. The meeting will take place on the 6th floor Conference Room and will be a workshop format during which we will discuss the results of the AART and the alternative corridors identified and associated impacts. The goal of the meeting is to identify the reasonable alternatives that will be taken forward for further analysis.

Please let me or Michael McGuire with CDM Smith know if you are able to attend the meeting or not. We are also planning to make arrangements for conference call capabilities, if you cannot attend in person. Mike can be reached by phone at 803.758.4548 or by email at mcguiremt@cdmsmith.com.

I thank you in advance for your cooperation.

Michael L. Belvin
CDM Smith
1777 NE Loop 410 Suite 500
San Antonio, TX 78217
(w) 210.826.3200
(d) 210.253.2864
(cell) 210.439.9486
(f) 210.826.8876

MDOT
Port Bienville (Phase 1, Feasibility Study)

Resource & Regulatory Agencies

MDOT
FRA
HCDC
CDM Smith
HDR

Agency Coordination Meeting

Agenda for December 18th, 2012
Meeting occurs at 10am (CST), 11:00(EST)
Conference Call No; 1-719-325-2630, 481166

1. Overview of Study & Previous Meeting Summary
    a. Feasibility of a Rail Connection between Port Bienville & NS in Nicholson
    b. 1,000' Wide Study Corridors (compare to an approximate 100' rail R/W)
    c. Coordination with Native American Tribes

2. Alignment Alternatives Research Tool (AART)
    a. Criteria; USACE, EPA, Study Team
    b. Suitability Layer
    c. Primary Controllers: Avoids, Wetlands, Farmland & Waypoints

3. AART Alternatives Corridors
    a. Corridors & Matrix (1,000' wide corridors)
    b. Alternative Corridor "Refinement Process"
        i. Scenario 20 (Stennis & Mitigation Banks)
        ii. Scenario 21 (Mitigation Bank)
        iii. Scenario 22 (Stennis)
        iv. Scenario 23 (Texas Flat Road)
        v. W1 (Economic Development)
        vi. W2 (I-95, Devils Swamp Mitigation Bank)
        vii. Scenario 24 (Proposed Bank – rank 9, similar to 23, 25 & 26)
    c. Decision Point: Future AART runs - Avoid Stennis & abandon W2 & W1, and Manual Refinements
        i. Scenario 25 v2 (Proposed Bank)
        ii. Scenario 26 (Banks - ranking of 9)
        iii. Scenario EPA 03 and EPA 05 (very similar)
        iv. Scenario EPA 04 (Proposed Bank)
        v. Scenario USACE 01 (Proposed Bank – rank 9)
        vi. Scenario USACE 02 (Proposed Bank)

4. Recommended Reasonable Alternatives

PORT BIENVILLE AGENCY COORDINATION MEETING

December 18, 2012

Re: Second Agency Scoping Meeting - Port Bienville Feasibility Study

William Kenneth Dean Belvin, Michael L, mcguiremt 12/04/2012 12:48 PM

I am able to attend the meeting. Thanks.

Ken

William Kenneth Dean
EPA-MDOT Liaison
US EPA, Region 4
NEPA Program Office
404-562-9378 (Office Phone)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

"Belvin, Michael L" As discussed on August 23rd, during our Prelim... 12/04/2012 12:05:08 PM

From: **"Belvin, Michael L" <belvinml@cdmsmith.com>**
To: **"Barnwell, Claiborne" <claiborne.barnwell@dot.gov>, "Mark.thompson@noaa.gov" <Mark.thompson@noaa.gov>, "david_felder@fws.gov" <david_felder@fws.gov>, "Anthony.R.Lobred@usace.army.mil" <Anthony.R.Lobred@usace.army.mil>, Ntale Kajumba/R4/USEPA/US@EPA, William-Kenneth Dean/R4/USEPA/US@EPA, "al.garner@ms.usda.gov" <al.garner@ms.usda.gov>, "hholmes@mdah.state.ms.us" <hholmes@mdah.state.ms.us>, "gwilliamson@mdah.state.ms.us" <gwilliamson@mdah.state.ms.us>, "plieb@mdah.state.ms.us" <plieb@mdah.state.ms.us>, "tfisher@mdeq.ms.gov" <tfisher@mdeq.ms.gov>, "mrao@mdeq.ms.gov" <mrao@mdeq.ms.gov>, "Florance_Watson@deq.state.ms.us" <Florance_Watson@deq.state.ms.us>, "Willa.Brantley@dmr.ms.gov" <Willa.Brantley@dmr.ms.gov>, "bill.walker@dmr.state.ms.us" <bill.walker@dmr.state.ms.us>, "spolles@mdwfp.state.ms.us" <spolles@mdwfp.state.ms.us>, "Phillip.Sanderson@mmns.state.ms.us" <Phillip.Sanderson@mmns.state.ms.us>, "egw@grpc.com" <egw@grpc.com>**
Cc: **"jsacks@hcdc.ms" <jsacks@hcdc.ms>, "Jely@mdot.ms.gov" <Jely@mdot.ms.gov>, "'Kim Thurman (MDOT-Env Division Manager)'" <kthurman@mdot.state.ms.us>, "'Rea Vincent (MDOT)'" <vincent@mdot.state.ms.us>, "Castleberry, Kelly" <kcastleberry@mdot.ms.gov>, Catherine Dobbs <Catherine.Dobbs@dot.gov>, John Winkle <john.winkle@dot.gov>, "Randall.brown@dot.gov" <Randall.brown@dot.gov>, "kathleen.bryant@dot.gov" <kathleen.bryant@dot.gov>, "McGuire, Michael T" <mcguiremt@cdmsmith.com>, "Belvin, Michael L" <belvinml@cdmsmith.com>, Amy Mood <amood@mdot.ms.gov>**
Date: **12/04/2012 12:05 PM**
Subject: **Second Agency Scoping Meeting - Port Bienville Feasibility Study**

As discussed on August 23rd, during our Preliminary Agency Scoping Meeting, The Mississippi Department of Transportation, in cooperation with the Federal Railroad Administration and the Hancock County Development Commission, is preparing a Feasibility Study for the location of a new railroad line to connect the Port of Bienville Short Line Railroad, located at the Port Bienville Industrial Park in Hancock County, and the Norfolk Southern Railroad located in the vicinity of Nicholson in Pearl River County.

We are still in the Feasibility Stage of project development and we would like to schedule a follow-up meeting to present the results of our alternative corridor investigations. A meeting has been scheduled for Tuesday, December 18, 2012, 10:00 A.M. to noon at the MDOT Administrative Building, located at 401 North West Street in Jackson, Mississippi. The meeting will take place on the 6th floor Conference Room and will be a workshop format during which we will discuss the results of the AART and the alternative corridors identified and associated impacts. The goal of the meeting is to identify the reasonable alternatives that will be taken forward for further analysis.

Please let me or Michael McGuire with CDM Smith know if you are able to attend the meeting or not. We are also planning to make arrangements for conference call capabilities, if you cannot attend in person. Mike can be reached by phone at 803.758.4548 or by email at mcguiremt@cdmsmith.com.

I thank you in advance for your cooperation.

Michael L. Belvin
CDM Smith
1777 NE Loop 410 Suite 500
San Antonio, TX 78217
(w) 210.826.3200
(d) 210.253.2864
(cell) 210.439.9486
(f) 210.826.8876
belvinml@cdmsmith.com

"Belvin, Michael L"
<belvinml@cdmsmith.com>
12/04/2012 12:04 PM

To "Barnwell, Claiborne" <claiborne.barnwell@dot.gov>, "Mark.thompson@noaa.gov" <Mark.thompson@noaa.gov>, "david_felder@fws.gov" <david_felder@fws.gov>,
cc "jsacks@hcdc.ms" <jsacks@hcdc.ms>, "Jely@mdot.ms.gov" <Jely@mdot.ms.gov>, "'Kim Thurman (MDOT-Env Division Manager)'" <kthurman@mdot.state.ms.us>, "'Rea Vincent
bcc

Subject Second Agency Scoping Meeting - Port Bienville Feasibility Study

History: This message has been replied to.

As discussed on August 23rd, during our Preliminary Agency Scoping Meeting, The Mississippi Department of Transportation, in cooperation with the Federal Railroad Administration and the Hancock County Development Commission, is preparing a Feasibility Study for the location of a new railroad line to connect the Port of Bienville Short Line Railroad, located at the Port Bienville Industrial Park in Hancock County, and the Norfolk Southern Railroad located in the vicinity of Nicholson in Pearl River County.

We are still in the Feasibility Stage of project development and we would like to schedule a follow-up meeting to present the results of our alternative corridor investigations. A meeting has been scheduled for Tuesday, December 18, 2012, 10:00 A.M. to noon at the MDOT Administrative Building, located at 401 North West Street in Jackson, Mississippi. The meeting will take place on the 6th floor Conference Room and will be a workshop format during which we will discuss the results of the AART and the alternative corridors identified and associated impacts. The goal of the meeting is to identify the reasonable alternatives that will be taken forward for further analysis.

Please let me or Michael McGuire with CDM Smith know if you are able to attend the meeting or not. We are also planning to make arrangements for conference call capabilities, if you cannot attend in person. Mike can be reached by phone at 803.758.4548 or by email at mcguiremt@cdmsmith.com.

I thank you in advance for your cooperation.

Michael L. Belvin
CDM Smith
1777 NE Loop 410 Suite 500
San Antonio, TX 78217
(w) 210.826.3200
(d) 210.253.2864
(cell) 210.439.9486
(f) 210.826.8876
belvinml@cdmsmith.com

"Belvin, Michael L." <belvinml@cdmsmith.com>
12/04/2012 12:04 PM

To "Barnwell, Cleborne" <cleborne.barnwell@dot.gov>, "Mark.Thompson@noaa.gov" <Mark.Thompson@noaa.gov>, "david_telder@fws.gov" <david_telder@fws.gov>
cc "isaacs@hodc.ms" <isaacs@hodc.ms>, "Jely@mdot.ms.gov" <Jely@mdot.ms.gov>, "Kim Thurman (MDOT-Env Division Manager)" <kthurman@mdot.state.ms.us>, "Rea Vincent"
bcc
Subject Second Agency Scoping Meeting - Port Bienville Feasibility Study

History: This message has been replied to.

As discussed on August 23rd, during our Preliminary Agency Scoping Meeting, The Mississippi Department of Transportation, in cooperation with the Federal Railroad Administration and the Hancock County Development Commission, is preparing a Feasibility Study for the location of a new railroad line to connect the Port of Bienville Short Line Railroad, located at the Port Bienville Industrial Park in Hancock County, and the Norfolk Southern Railroad located in the vicinity of Nicholson in Pearl River County.

We are still in the Feasibility Stage of project development and we would like to schedule a follow-up meeting to present the results of our alternative corridor investigations. A meeting has been scheduled for Tuesday, December 18, 2012, 10:00 A.M. to noon at the MDOT Administrative Building, located at 401 North West Street in Jackson, Mississippi. The meeting will take place on the 6th floor Conference Room and will be a workshop format during which we will discuss the results of the AART and the alternative corridors identified and associated impacts. The goal of the meeting is to identify the reasonable alternatives that will be taken forward for further analysis.

Please let me or Michael McGuire with CDM Smith know if you are able to attend the meeting or not. We are also planning to make arrangements for conference call capabilities, if you cannot attend in person. Mike can be reached by phone at 803.758.4548 or by email at mcguirent@cdmsmith.com.

I thank you in advance for your cooperation.

Michael L. Belvin
CDM Smith
1777 NE Loop 410 Suite 600
San Antonio, TX 78217
(w) 210.829.1200
(d) 210.283.2904
(cell) 210.488.9480
(f) 210.829.3878
belvinml@cdmsmith.com

Re: Port Bienville RR Feasibility Study - AART rankings

William-Kenneth Dean to: mcguiremt 09/26/2012 05:40 PM

Cc: "Tredeau, Meredith K.", Ntale Kajumba, Heinz Mueller, William Ainslie, Hilda Hatzell, Larry Cole, "Thurman, Kim", "Wisdom, John R"

Mr. McGuire,

Attached is the spreadsheet with EPA's comments and input on the relative rankings and buffer values to be used in the Alignment Alternatives Research Tool (AART) for the Port Bienville Railroad Feasibility Study project. EPA has provided comments/input for Rows 15-285, 291-298, and 339-341. For each of these rows, EPA has either indicated concurrence with the base scenario or identified a desired change. We have concurred with most of what was proposed under the base scenario, but have proposed some significant changes for certain wetland categories, waterbodies, and the Dept of Health water wells.

EPA has noticed that wetlands are one of the few habitat types incorporated into the AART. You may want to also look at other habitat types such as mature forest layers with substantive canopies and at first order stream resources. It may also be useful to check the USGS's Protected Areas Database, the National Conservation Easement Database, and The Nature Conservancy Ecological Portfolio Core Data Set. EPA has all of this information if needed, and in some cases the data can be googled. For your reference, I have attached a couple of runs from the National Ecological Framework (NEF), an EPA tool that helps to identify ecologically significant areas and connectivity in the lower 48 states of the U.S. Also attached is a NEF brochure that includes EPA contact information. Please feel free to contact any of the individuals listed in the NEF brochure for these and additional data or datasets.

As you and I recently discussed, EPA recommends that the Mississippi Department of Environmental Quality (MDEQ) be contacted for data on Source Water Protection Areas (SWPA). SWPAs are established around intakes and water wells regulated by the Mississippi State Department of Health to provide protection for sources of drinking water. According to MDEQ's Source Water Protection manager, Charlie Smith, this information maintained and available at MDEQ may be more accurate than the data currently in MARIS. (I have provided Mr. Smith's phone number to your GIS Specialist, John Wisdom.)

The comments provided by EPA in the attached spreadsheet are based on limited information about the project area and, in most cases, no information regarding the basis of the base scenario rankings. In addition, no information has been made available regarding the project design. Please note that EPA's comments do not preclude the agency from fully performing any of its duties and responsibilities with regards to this project in the future pursuant to applicable statutes, regulations, executive orders, and EPA policies and guidance.

Although we concur with many of the wetlands rankings, in order to support our proposed rankings more scientifically, we would like to request the following information: (1) the rationale that was used to classify the NWI wetlands into "D" and "N"; and (2) justifications for the base scenario rankings. It would be helpful to have this information prior to the next meeting, so we can be prepared for a meaningful discussion of the rankings.

Please contact me if you have any questions or need additional information. Thank you.

Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
404-562-9378 (Office Phone)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov



AART Rankings Sheet - Pt Bienville v01 (EPA-092612).xlsx NEF_brochurel.pdf MS Protected Areas - USGS.pdf



MS Nature Conservancy Areas.pdfMS Cummulative Count PEAs.pdf MS Rail extension - NEF.pdf

MS Rail extension - Wetlands.pdf

"Tredeau, Meredith K." All, Thank you for your participation in the P... 09/14/2012 04:23:49 PM

From: "Tredeau, Meredith K." <tredeaumk@cdmsmith.com>
To: "claiborne.barnwell@dot.gov" <claiborne.barnwell@dot.gov>, "Mark.thompson@noaa.gov" <Mark.thompson@noaa.gov>, "david_felder@fws.gov" <david_felder@fws.gov>, "Anthony.R.Lobred@usace.army.mil" <Anthony.R.Lobred@usace.army.mil>, Ntale Kajumba/R4/USEPA/US@EPA, William-Kenneth Dean/R4/USEPA/US@EPA, "al.garner@ms.usda.gov" <al.garner@ms.usda.gov>, "hholmest@mdah.state.ms.us" <hholmest@mdah.state.ms.us>, "gwilliamson@mdah.state.ms.us" <gwilliamson@mdah.state.ms.us>, "plieb@mdah.state.ms.us" <plieb@mdah.state.ms.us>, "tfisher@mdeq.ms.gov" <tfisher@mdeq.ms.gov>, "mrao@mdeq.ms.gov" <mrao@mdeq.ms.gov>, "Florance_Watson@deq.state.ms.us" <Florance_Watson@deq.state.ms.us>, "Willa.Brantley@dmr.ms.gov" <Willa.Brantley@dmr.ms.gov>, "bill.walker@dmr.ms.gov" <bill.walker@dmr.ms.gov>, "spolles@mdwfp.state.ms.us" <spolles@mdwfp.state.ms.us>, "Phillip.Sanderson@mmns.state.ms.us" <Phillip.Sanderson@mmns.state.ms.us>, "egw@grpc.com" <egw@grpc.com>
Cc: "sholcomb@mdot.ms.gov" <sholcomb@mdot.ms.gov>, "Vincent, Rhea" <vincent@mdot.ms.gov>, "Thurman, Kim" <kthurman@mdot.ms.gov>, "jely@mdot.ms.gov" <jely@mdot.ms.gov>, "Underwood, John" <junderwood@mdot.ms.gov>, "ttrinh@mdot.ms.gov" <ttrinh@mdot.ms.gov>, "McGuire, Michael T" <mcguiremt@cdmsmith.com>, "Belvin, Michael L" <belvinml@cdmsmith.com>, "Wisdom, John R" <wisdomjr@cdmsmith.com>, Janet Sacks <jsacks@hcdc.ms>, "Catherine Dobbs (FRA Regional Manager)" <Catherine.Dobbs@dot.gov>
Date: 09/14/2012 04:23 PM
Subject: Port Bienville RR Feasibility Study - AART rankings

All,

Thank you for your participation in the Port Bienville Railroad Feasibility Study project. Attached are minutes from the preliminary scoping meeting held on August 23. Please let us know of any questions or comments.

As discussed during the meeting, also attached for your review and input is the spreadsheet of the proposed data rankings to be used in the GIS-based Alignment Alternatives Research Tool (AART). We apologize for getting this out later than we had anticipated; we are very interested in your feedback and comments on the rankings. Please review the attached spreadsheet and provide us with any changes you'd like to see to the rankings so we can incorporate them into the additional scenario runs. We would also like to know if there are resources that you feel very strongly about the tool completely avoiding. If you have any questions or need additional guidance, please let us know.

If you could please provide your input to our project manager, Mike McGuire (mcguiremt@cdmsmith.com), no later than Wednesday, September 26, we would greatly appreciate it. We understand this is a quick turnaround time, and we really value your input into the process.

Thanks again for your participation and cooperation.

Meredith Tredeau | Project Manager | CDM Smith
160 Clairemont Avenue, Ste 200 | Decatur, GA 30030 | t: 678.954.5839 | f: 678.244.0276 | m: 678.480.4513|
tredeaumk@cdmsmith.com | cdmsmith.com

[attachment "Port Bienville-AgencyCoordinationMeetingMinutes.pdf" deleted by William-Kenneth Dean/R4/USEPA/US] [attachment "AART Rankings Sheet - Pt Bienville v01 (20120904).xlsx" deleted by William-Kenneth Dean/R4/USEPA/US]

Port Bienville

AART Data Rankings

9/4/2012

Click +/- boxes to show/hide data categories.

These are the rankings that we are using as a starting point for the AART runs.

Enter any changes in these cells using the dropdown menus.

If no change, leave cell blank.

Click on headers for descriptions

AART Rankings

					SCENARIOS							
					Base Scenario				Desired Changes			
ENVIRONMENTAL	FC Name	Type	Category	Comments	Include?	Ranking	Buffer (ft)	Notes	Include?	Ranking	Buffer (ft)	Notes
Threatened & Endangered Species				Not available	✗ No							
Critical Habitat				Not in Study Area	✗ No							
Wetlands (NWI)	Wetlands	A			✓ Yes							
Estuarine and Marine Deepwater												
Bay (N)			E1UBL			Avoid			Quantify			Concur with base scenario
Bay (D)			E1UBLx			Avoid			Quantify			Concur with base scenario
Estuarine and Marine Wetland												
Scrub Marsh (N)			E2EM1/SS1P			9			Quantify			Concur with base scenario
			E2SS1/EM1P			9			Quantify			Concur with base scenario
			E2SS1P			9			Quantify			Concur with base scenario
Scrub Marsh (D)			E2EM1/SS1Pd			6			Quantify			Concur with base scenario
			E2SS1Pd			6			Quantify			Concur with base scenario
Tidal Marsh (N)			E2EM1N			Avoid			Quantify			Concur with base scenario
			E2EM1P			Avoid			Quantify			Concur with base scenario
Tidal Marsh (D)			E2EM1Nd			Avoid			Quantify			Concur with base scenario
			E2EM1Pd			Avoid			Quantify			Concur with base scenario
Tidal Flat (N)			E2USN			Avoid			Quantify			Concur with base scenario
			E2USP			Avoid			Quantify			Concur with base scenario
Freshwater Emergent Wetland												
Bottomland Hardwood (N)			PEM1/FO1F			8			Quantify			Concur with base scenario
			PEM1/FO1S			8			Quantify			Concur with base scenario
			PFO1/EM1B			8			Quantify			Concur with base scenario
			PFO1/EM1C			8			Quantify			Concur with base scenario
			PFO1/EM1F			8			Quantify			Concur with base scenario
			PFO1/SS1A			8			Quantify			Concur with base scenario
			PFO1/SS1B			8			Quantify			Concur with base scenario
			PFO1/SS1C			8			Quantify			Concur with base scenario
			PFO1/SS1F			8			Quantify			Concur with base scenario
			PFO1/SS1T			8			Quantify			Concur with base scenario
			PFO1/SS3B			8			Quantify			Concur with base scenario
			PFO1/SS3C			8			Quantify			Concur with base scenario
			PFO1/SS4A			8			Quantify			Concur with base scenario
			PFO1/SS4B			8			Quantify			Concur with base scenario
			PFO1/SS4C			8			Quantify			Concur with base scenario
			PFO1A			8			Quantify			Concur with base scenario
			PFO1B			8			Quantify			Concur with base scenario
			PFO1C			8			Quantify			Concur with base scenario
			PFO1E			8			Quantify			Concur with base scenario
			PFO1F			8			Quantify			Concur with base scenario
			PFO1R			8			Quantify			Concur with base scenario
			PFO1S			8			Quantify			Concur with base scenario
			PFO1T			8			Quantify			Concur with base scenario

Bottomland Hardwood (D)	PFO1/SS1Ad	6	Quantify			Concur with base scenario
	PFO1Ad	6	Quantify			Concur with base scenario
	PFO1As	6	Quantify			Concur with base scenario
	PFO1Bd	6	Quantify			Concur with base scenario
	PFO1Cd	6	Quantify			Concur with base scenario
	PFO1Fd	6	Quantify			Concur with base scenario
	PFO1Fx	6	Quantify			Concur with base scenario
	PFO1Sd	6	Quantify			Concur with base scenario
Freshwater Marsh (N)	PEM1/SS1B	9	Quantify			Concur with base scenario
	PEM1/SS1F	9	Quantify			Concur with base scenario
	PEM1/SS1R	9	Quantify			Concur with base scenario
	PEM1/SS1T	9	Quantify			Concur with base scenario
	PEM1/SS3B	9	Quantify			Concur with base scenario
	PEM1/SS4B	9	Quantify			Concur with base scenario
	PEM1/SS4E	9	Quantify			Concur with base scenario
	PEM1/SS4R	9	Quantify			Concur with base scenario
	PEM1B	9	Quantify			Concur with base scenario
	PEM1F	9	Quantify			Concur with base scenario
	PEM1R	9	Quantify			Concur with base scenario
	PEM1S	9	Quantify			Concur with base scenario
	PEM1T	9	Quantify			Concur with base scenario
Freshwater Marsh (D)	PEM1/SS3Bd	6	Quantify			Concur with base scenario
	PEM1/SS3Fx	6	Quantify			Concur with base scenario
	PEM1Ax	6	Quantify			Concur with base scenario
	PEM1Bd	6	Quantify			Concur with base scenario
	PEM1Fh	6	Quantify			Concur with base scenario
	PEM1Fx	6	Quantify			Concur with base scenario
	PEM1Kh	6	Quantify			Concur with base scenario
	PEM1Sd	6	Quantify			Concur with base scenario
	PEM1Td	6	Quantify			Concur with base scenario
Savannah (N)	PEM1/SS1A	9	Quantify			Concur with base scenario
	PEM1/SS1C	9	Quantify			Concur with base scenario
	PEM1/SS3C	9	Quantify			Concur with base scenario
	PEM1/SS4C	9	Quantify			Concur with base scenario
	PEM1A	9	Quantify			Concur with base scenario
	PEM1C	9	Quantify			Concur with base scenario
Savannah (D)	PEM1/SS1Cx	6	Quantify			Concur with base scenario
	PEM1/SS4Cd	6	Quantify			Concur with base scenario
	PEM1Cd	6	Quantify			Concur with base scenario
	PEM1Cx	6	Quantify			Concur with base scenario
Freshwater Forested/Shrub Wetland						
Forested Swamp (N)	PFO1/2C	5	Quantify	9		New ranking proposed
	PFO1/2F	5	Quantify	9		New ranking proposed
	PFO1/2R	5	Quantify	9		New ranking proposed
	PFO1/2S	5	Quantify	9		New ranking proposed
	PFO1/2T	5	Quantify	9		New ranking proposed
	PFO1/3A	5	Quantify	9		New ranking proposed
	PFO1/3B	5	Quantify	9		New ranking proposed
	PFO1/3C	5	Quantify	9		New ranking proposed
	PFO1/3F	5	Quantify	9		New ranking proposed
	PFO1/4A	5	Quantify	9		New ranking proposed
	PFO1/4B	5	Quantify	9		New ranking proposed
	PFO1/4C	5	Quantify	9		New ranking proposed
	PFO1/4E	5	Quantify	9		New ranking proposed
	PFO1/4F	5	Quantify	9		New ranking proposed
	PFO1/4R	5	Quantify	9		New ranking proposed
	PFO1/4S	5	Quantify	9		New ranking proposed

	PFO2/1C	5	Quantify	9	New ranking proposed
	PFO2/1F	5	Quantify	9	New ranking proposed
	PFO2/1R	5	Quantify	9	New ranking proposed
	PFO2/4B	5	Quantify	9	New ranking proposed
	PFO2/4C	5	Quantify	9	New ranking proposed
	PFO2/EM1F	5	Quantify	9	New ranking proposed
	PFO2B	5	Quantify	9	New ranking proposed
	PFO2F	5	Quantify	9	New ranking proposed
	PFO2R	5	Quantify	9	New ranking proposed
	PFO3/1A	5	Quantify	9	New ranking proposed
	PFO3/1B	5	Quantify	9	New ranking proposed
	PFO3/1C	5	Quantify	9	New ranking proposed
	PFO3/4B	5	Quantify	9	New ranking proposed
	PFO3/EM1B	5	Quantify	9	New ranking proposed
	PFO3B	5	Quantify	9	New ranking proposed
	PFO3C	5	Quantify	9	New ranking proposed
	PFO4/1A	5	Quantify	9	New ranking proposed
	PFO4/1B	5	Quantify	9	New ranking proposed
	PFO4/1C	5	Quantify	9	New ranking proposed
	PFO4/1R	5	Quantify	9	New ranking proposed
	PFO4/1S	5	Quantify	9	New ranking proposed
	PFO4/3A	5	Quantify	9	New ranking proposed
	PFO4/3B	5	Quantify	9	New ranking proposed
	PFO4/EM1B	5	Quantify	9	New ranking proposed
	PFO4/EM1C	5	Quantify	9	New ranking proposed
	PFO4/SS1B	5	Quantify	9	New ranking proposed
	PFO4/SS1C	5	Quantify	9	New ranking proposed
	PFO4/SS3B	5	Quantify	9	New ranking proposed
	PFO4/SS4A	5	Quantify	9	New ranking proposed
	PFO4/SS4B	5	Quantify	9	New ranking proposed
	PFO4/SS4C	5	Quantify	9	New ranking proposed
	PFO4/SS4R	5	Quantify	9	New ranking proposed
	PFO4A	5	Quantify	9	New ranking proposed
	PFO4B	5	Quantify	9	New ranking proposed
	PFO4C	5	Quantify	9	New ranking proposed
	PFO4F	5	Quantify	9	New ranking proposed
	PFO4R	5	Quantify	9	New ranking proposed
	PEM1/FO3B	5	Quantify	9	New ranking proposed
	PEM1/FO4B	5	Quantify	9	New ranking proposed
	PEM1/FO4C	5	Quantify	9	New ranking proposed
Forested Swamp (D)	PFO1/2Fb	5	Quantify	7	New ranking proposed
	PFO1/3Bd	5	Quantify	7	New ranking proposed
	PFO1/3Cd	5	Quantify	7	New ranking proposed
	PFO1/4Ad	5	Quantify	7	New ranking proposed
	PFO1/4Bd	5	Quantify	7	New ranking proposed
	PFO1/4Cd	5	Quantify	7	New ranking proposed
	PFO2/1Fd	5	Quantify	7	New ranking proposed
	PFO3/1Cd	5	Quantify	7	New ranking proposed
	PFO4/1Ad	5	Quantify	7	New ranking proposed
	PFO4/1Bd	5	Quantify	7	New ranking proposed
	PFO4/1Cd	5	Quantify	7	New ranking proposed
	PFO4/3Bd	5	Quantify	7	New ranking proposed
	PFO4Ad	5	Quantify	7	New ranking proposed
	PFO4Bd	5	Quantify	7	New ranking proposed
	PFO4Cd	5	Quantify	7	New ranking proposed

Shrub Swamp (N)	PSS1/2C	5	Quantify	9		New ranking proposed
	PSS1/2F	5	Quantify	9		New ranking proposed
	PSS1/2R	5	Quantify	9		New ranking proposed
	PSS1/2T	5	Quantify	9		New ranking proposed
	PSS1/3B	5	Quantify	9		New ranking proposed
	PSS1/3C	5	Quantify	9		New ranking proposed
	PSS1/4A	5	Quantify	9		New ranking proposed
	PSS1/4B	5	Quantify	9		New ranking proposed
	PSS1/4C	5	Quantify	9		New ranking proposed
	PSS1/4F	5	Quantify	9		New ranking proposed
	PSS1/4R	5	Quantify	9		New ranking proposed
	PSS1/4S	5	Quantify	9		New ranking proposed
	PSS1/EM1A	5	Quantify	9		New ranking proposed
	PSS1/EM1B	5	Quantify	9		New ranking proposed
	PSS1/EM1C	5	Quantify	9		New ranking proposed
	PSS1/EM1R	5	Quantify	9		New ranking proposed
	PSS1/EM1S	5	Quantify	9		New ranking proposed
	PSS1/EM1T	5	Quantify	9		New ranking proposed
	PSS1/FO1R	5	Quantify	9		New ranking proposed
	PSS1/FO1S	5	Quantify	9		New ranking proposed
	PSS1/FO2F	5	Quantify	9		New ranking proposed
	PSS1/FO4A	5	Quantify	9		New ranking proposed
	PSS1/FO4B	5	Quantify	9		New ranking proposed
	PSS1/FO4C	5	Quantify	9		New ranking proposed
	PSS1/FO4R	5	Quantify	9		New ranking proposed
	PSS1A	5	Quantify	9		New ranking proposed
	PSS1B	5	Quantify	9		New ranking proposed
	PSS1C	5	Quantify	9		New ranking proposed
	PSS1F	5	Quantify	9		New ranking proposed
	PSS1R	5	Quantify	9		New ranking proposed
	PSS1S	5	Quantify	9		New ranking proposed
	PSS1T	5	Quantify	9		New ranking proposed
	PSS3/1B	5	Quantify	9		New ranking proposed
	PSS3/1C	5	Quantify	9		New ranking proposed
	PSS3/4B	5	Quantify	9		New ranking proposed
	PSS3/EM1B	5	Quantify	9		New ranking proposed
	PSS3/EM1C	5	Quantify	9		New ranking proposed
	PSS3/FO1C	5	Quantify	9		New ranking proposed
	PSS3/FO4B	5	Quantify	9		New ranking proposed
	PSS3B	5	Quantify	9		New ranking proposed
	PSS3C	5	Quantify	9		New ranking proposed
	PSS4/1A	5	Quantify	9		New ranking proposed
	PSS4/1B	5	Quantify	9		New ranking proposed
	PSS4/1C	5	Quantify	9		New ranking proposed
	PSS4/3B	5	Quantify	9		New ranking proposed
	PSS4/EM1A	5	Quantify	9		New ranking proposed
	PSS4/EM1C	5	Quantify	9		New ranking proposed
	PSS4/FO4C	5	Quantify	9		New ranking proposed
	PSS4A	5	Quantify	9		New ranking proposed
	PSS4B	5	Quantify	9		New ranking proposed
	PSS4C	5	Quantify	9		New ranking proposed
	PSS4F	5	Quantify	9		New ranking proposed
	PSS4R	5	Quantify	9		New ranking proposed
	PSS4S	5	Quantify	9		New ranking proposed
	PSS5F	5	Quantify	9		New ranking proposed

Shrub Swamp (D)	PSS1/3Bd	5	Quantify	7	New ranking proposed
	PSS1/4Bd	5	Quantify	7	New ranking proposed
	PSS1/4Cd	5	Quantify	7	New ranking proposed
	PSS1/FO1Bd	5	Quantify	7	New ranking proposed
	PSS1/FO1Cx	5	Quantify	7	New ranking proposed
	PSS1Cb	5	Quantify	7	New ranking proposed
	PSS1Cd	5	Quantify	7	New ranking proposed
	PSS1Ch	5	Quantify	7	New ranking proposed
	PSS1Cx	5	Quantify	7	New ranking proposed
	PSS1Fh	5	Quantify	7	New ranking proposed
	PSS1Fx	5	Quantify	7	New ranking proposed
	PSS1Td	5	Quantify	7	New ranking proposed
	PSS3Cd	5	Quantify	7	New ranking proposed
	PSS3Fx	5	Quantify	7	New ranking proposed
	PSS4/1Bd	5	Quantify	7	New ranking proposed
	PSS4/1Cd	5	Quantify	7	New ranking proposed
	PSS4/1Cx	5	Quantify	7	New ranking proposed
	PSS5Fx	5	Quantify	7	New ranking proposed
Freshwater Pond					
Aquatic Bed (N)	PAB4V	8	Quantify		Concur with base scenario
	PABF	8	Quantify		Concur with base scenario
	PABH	8	Quantify		Concur with base scenario
Aquatic Bed (D)	PAB/UBHx	5	Quantify		Concur with base scenario
	PAB4Hh	5	Quantify		Concur with base scenario
	PAB4Hx	5	Quantify		Concur with base scenario
	PAB4Vx	5	Quantify		Concur with base scenario
	PABFx	5	Quantify		Concur with base scenario
	PABHh	5	Quantify		Concur with base scenario
	PABHx	5	Quantify		Concur with base scenario
	PABVx	5	Quantify		Concur with base scenario
Pond (N)	PUBH	7	Quantify		Concur with base scenario
	PUBV	7	Quantify		Concur with base scenario
Pond (D)	PUBFx	5	Quantify		Concur with base scenario
	PUBHh	5	Quantify		Concur with base scenario
	PUBHx	5	Quantify		Concur with base scenario
	PUBVh	5	Quantify		Concur with base scenario
	PUBVx	5	Quantify		Concur with base scenario
	PUSAx	5	Quantify		Concur with base scenario
	PUSCx	5	Quantify		Concur with base scenario
	PUBVh	5	Quantify		Concur with base scenario
	PUBVx	5	Quantify		Concur with base scenario
	PUSAx	5	Quantify		Concur with base scenario
	PUSCx	5	Quantify		Concur with base scenario
Lake					
Lake (D)	L1ABHx	9	Quantify		Concur with base scenario
	L1UBHx	9	Quantify		Concur with base scenario
Riverine					
Tidal River (N)	R1UBV	Avoid	Quantify		Concur with base scenario
Tidal River (D)	R1UBVx	Avoid	Quantify		Concur with base scenario
River (N)	R2UBH	7	Quantify	9	New ranking proposed
	R2US2C	7	Quantify	9	New ranking proposed
	R2USA	7	Quantify	9	New ranking proposed
	R2USC	7	Quantify	9	New ranking proposed
River (D)	R2UBHx	7	Quantify	9	New ranking proposed
Other					

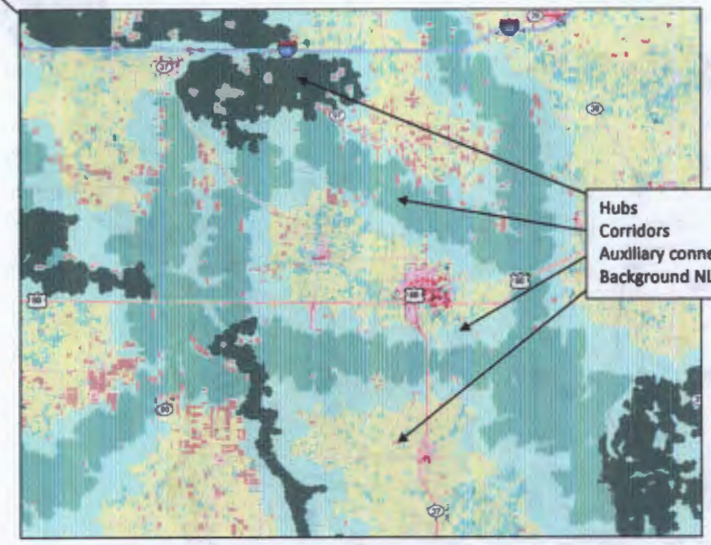
Wetlands Mitigation Sites	wetland_mitig	A			✓	Yes	9			Quantify			Concur with base scenario
Prime Farmlands	PrimeFarmland	A		Derived from soils	✓	Yes							
			Prime farmland				4						
			Statewide Importance				4						
			Prime if drained				1						
			Prime farmland if drained & protecte				1						
Water Bodies, Linear	nhd_named_streams	L				Quantify				Quantify	6		New ranking proposed
Water Bodies, Linear	nhd_othFL	L		Other flow lines		Quantify				Quantify	3		New ranking proposed
Water Bodies, Areal	nhd_waterb	A				Quantify	9			Quantify	9		Concur with base ranking
Water Bodies, Areal	nhd_othareas	A		Other areas		Quantify				Quantify	9		New ranking proposed
Floodplain	Floodplain	A		Orig Name: Floodplain_		Quantify							
			In										
			Out										
Landfills	Landfill_cells	A			✓	Yes	9						
Surface Impoundment Areas	SIA_buff	P			✓	Yes	9	500					
Hazardous Waste Sites	hazardous_waste_sites	A			✓	Yes	Avoid						Concur with base scenario
RCRA	rcra_buff	P			✓	Yes	Avoid	100					Concur with base scenario
EPA	epa_buff	P			✓	Yes	Avoid	100					Concur with base scenario
Tanks	tanks_buff	P			✓	Yes	Avoid	100					Concur with base scenario
Toxic Release Inventory	tri_buff	P			✓	Yes	Avoid	100					Concur with base scenario
Underground Storage Tanks	UST_buff	P			✓	Yes	Avoid	100					Concur with base scenario
CERCLA 2008	CERCLA2008_buff	P			✓	Yes	Avoid	100					Concur with base scenario
CERCLA Site Areas	CERCLA_Site_Areas	A		Covers all CERCLA Wells	✓	Yes	Avoid						Concur with base scenario
Hydric Soils					✗	No							
Mines					✓	Yes	Avoid	300					

CULTURAL & HISTORICAL	FC Name	Type	Category	Comments	Include		Ranking	Buffer (ft)	Notes	Include2	Ranking2	Buffer2 (ft)	Notes2
Archaeological Sites	ArchSites_buff	P			✓	Yes	Avoid	250					
Archaeological Sites	ArchSites_MDAH_buff	P			✓	Yes	Avoid	250					
Historic Properties	HistProps_MDAH_buff	P			✓	Yes	Avoid						
National Register	natreg_buff	P			✓	Yes	Avoid	500					
Archaeological Site Probability	Arch_Prob	A			✗	No							
			Rest of Study Area										
			Low										
			Medium										
			High										
Cemeteries	Cemetery_buff	A			✓	Yes	Avoid	500					
Churches	Churches_buff	A			✓	Yes	9	500					
Recreation Sites	mri_buff	A			✓	Yes	9	500					
Land Use	LandUse	A			✗	No							
			Agriculture (Row Crops)										
			Agriculture (Pasture)										
			Agriculture (Old Field)										
			Cemetery										
			Commercial										
			Conservation Easement										
			Industrial										
			Oil Facility										
			Park										
			Public										
			Residential										
			School										
			Transportation (Roadway)										
			Transportation (Airport)										
			Transportation (Rail)										
			Undeveloped										
			Open Water										

INFRASTRUCTURE	FC Name	Type	Category	Comments	Include	Ranking	Buffer (ft)	Notes	Include2	Ranking2	Buffer2 (ft)	Notes2
Roads	Roads_TIGER	L			Quantify							
Railroads	rail_lines	L			Quantify							
Dams	dams_buff	P				Avoid	500					
Airports	AirportStennis	A		Contains 3 airports		Avoid						
Wells, Oil & Gas	oilngas_buff	P				Avoid	100					Concur with base scenario
Wells, Water (USGS)	USGS_Wells_buff	P				4	100					Concur with base scenario
Wells, Water (Dept of Health)	DoHWells_Buff	P				4	100			9	500	New ranking & buffer proposed
Pipelines, Natural Gas	NatGasPipelines	L			Quantify							
Gas	msgas	L			Quantify							
Transmission Lines, major	majr_transm10	L			Quantify							
Power Lines	PowerLines	L			Quantify							
Water Utility Lines	WaterUtility	L			Quantify							
Wastewater Utility Lines	WastewaterUtility	L			Quantify							

JURISDICTIONS	FC Name	Type	Category	Comments	Include	Ranking	Buffer (ft)	Notes	Include2	Ranking2	Buffer2 (ft)	Notes2
Stennis Fee Area Boundary	FeeArea_buff	A			✓ Yes	9	1000					
Stennis Buffer Zone	Bufferzone	A			✖ No							

National Ecological Framework



Zoomed in area from southwest Missouri, near Joplin, showing higher detail with NCLD 2001 background

Contacts:
John Richardson (404) 562-8290
Richardson.john@epa.gov
Neil Burns (404) 562-8289
Burns.neil@epa.gov
Rick Durbrow (404) 562-8286
Durbrow.rick@epa.gov

The National Ecological Framework is a geographical information system (GIS) based model of the connectivity of natural landscapes in the lower 48 United States. It was developed to provide a guide for the protection of the natural ecosystem processes that give us clean air, pure water and protected lands that are part of EPA's mission to protect. It is an update to the Southeastern Ecological Framework from 2001.

The original Southeastern Ecological Framework (SEF) was developed for Region 4 by the University of Florida between 1998 and 2001. The purpose of the SEF was to develop a mapped data set of ecologically important areas that could be connected with a hub/corridor model.

The SEF was created with data and information from the 1992 National Land Cover Database (NLCD) at a scale of 90 meters. The current National Ecological Framework (NEF) began as an update to the SEF with newer data (2001 through 2010). Due to increases in technology and data sources, it was feasible to increase the resolution from 90 meter resolution (SEF) to 30 meters. Modeling on a national scale was possible with little more overhead than doing it for Region 4. The NEF aligns with the efforts of the Office of Research and Development (ORD) Ecosystems Services Research Project (ESRP) for protection of ecosystem services.

The methodology for the SEF is based on a hub-connector/corridor approach originally developed by Larry Harris, Reed Noss, and Tom Hoctor at the University of Florida. The methodology for the NEF follows closely that developed for the SEF.

The first step was to define areas of the landscape that are priority ecological areas (PEAs). These were combined and modified to give the hub structure. The hubs were then linked with corridors that were defined using a least cost path analysis. A cost surface was developed using energy accounting as an approximation of the human disturbance on the landscape. This was done by assigning the total non-renewable accumulated energy flow through the various landuse types of the 2001 NLCD. The least cost path (determined by the least human disturbance) between hubs was used to define the corridors that connect the hubs.

The scheme of the modeling process was to:

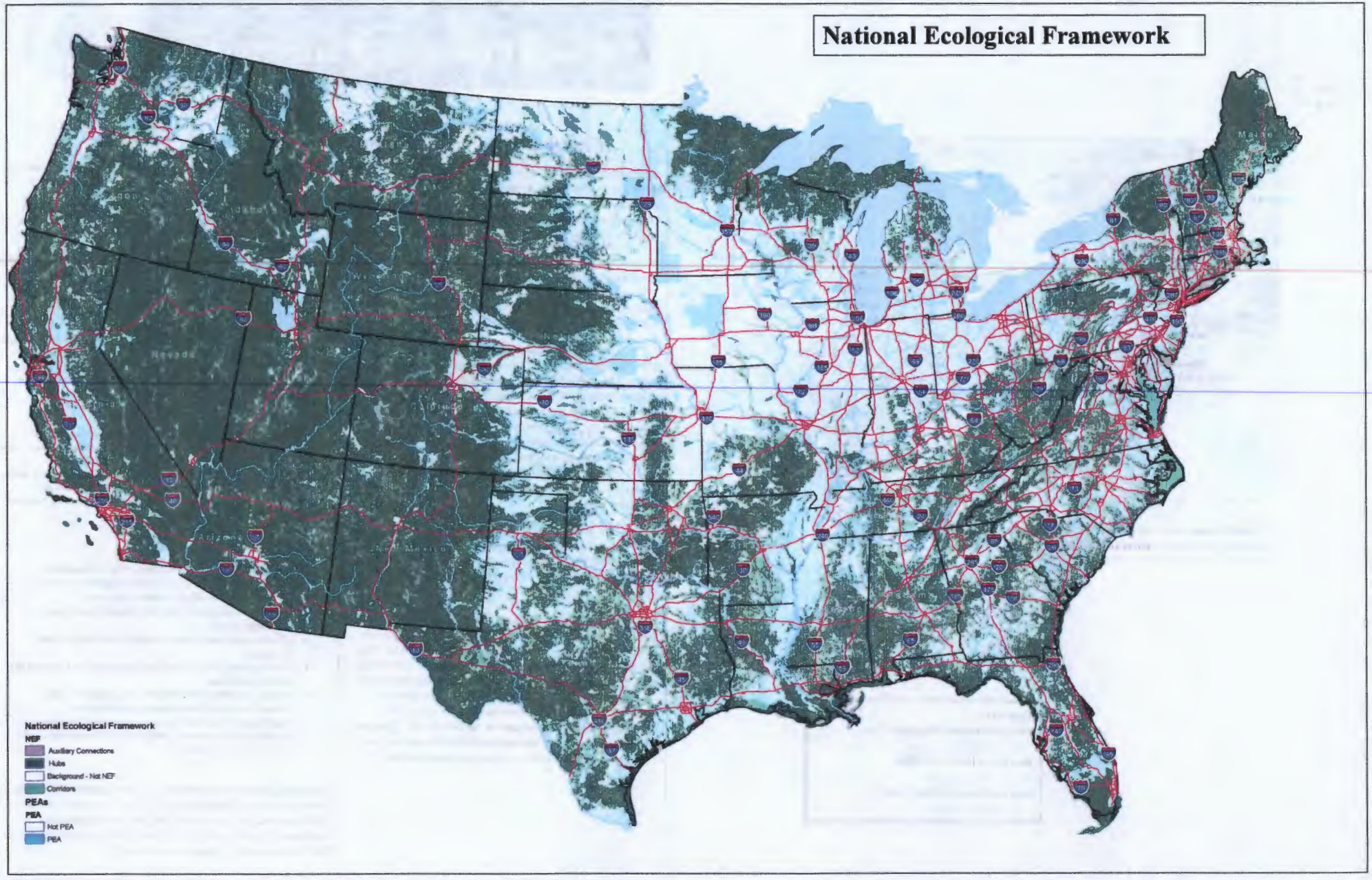
1) Combine Priority Ecological Areas (PEAS) from a variety of sources including USGS Protected Areas Database, The Nature Conservancy Ecoregional Portfolio Core Data Set, Fish and Wildlife Service Strategic Habitat Conservation Areas, roadless areas, first order stream reach catchments, mature forest patches, wetlands and several other data sources.
2) Exclude areas of high road density high urban or agriculture density, nearness to urban or agriculture and inappropriate land use type.
3) Develop hub structures for areas greater than 5000 acres by excluding smaller unconnected areas. (Hubs - 3734 areas greater than 5000 acres)
4) Develop connectivity between the hubs in appropriate natural areas utilizing computer based connectivity links and user identified linkages. (Total of ~12,000 total links) Widen the single line connections to include appropriate land use for corridors.
5) Combine the Hubs and Corridors to give the National Ecological Framework (NEF)
6) Optimization of the NEF by developing connectivity to the NEF in both terrestrial and hydrologic connected areas. These are called auxiliary connections to the NEF
7) Determine areas that may be restored to a more natural setting that are contiguous with the hub/corridor framework.
8) *Categorize the National Ecological Framework by type and ecosystem. (still under way)*

Potential uses for the NEF

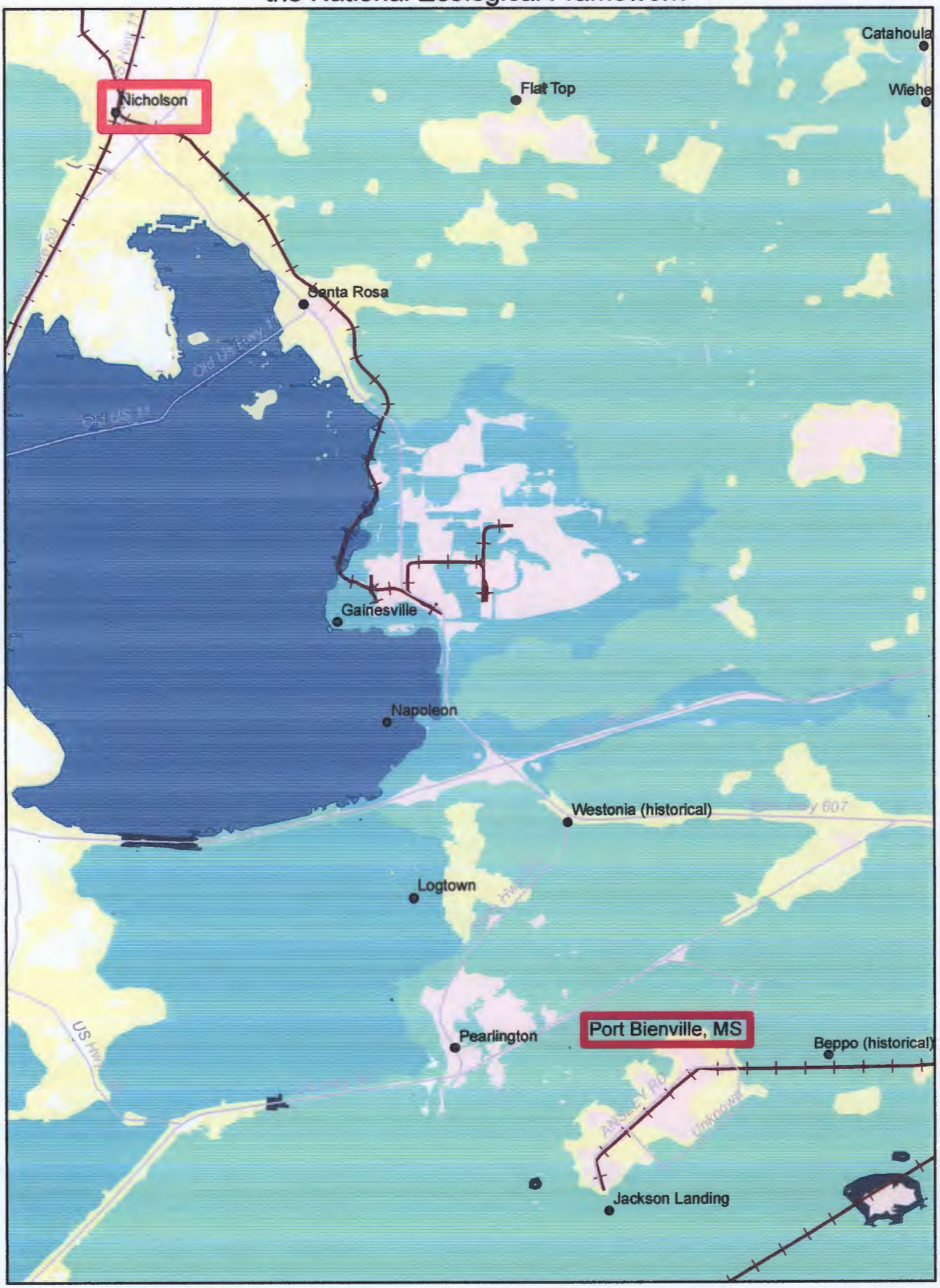
- Highway planning to minimize ecological disturbance
- Wetlands mitigation to maximize ecological connectivity
- Protection of sole source surface water areas.
- Integration of habitat protection plans for local, state, and regional agencies
- Create greenways to link local efforts with larger scale programs
- Provide connectivity to help mitigate ecosystem changes due to climate change
- Create innovative residential developments through conservation design and open space protection
- Reduce urban encroachment by creating buffers around wildlife refuges, national parks, state and local parks, and private wilderness areas

Additional data from the National Conservation Easement Database (NCED) became available after the NEF draft was completed. The NCED data was merged with the NEF and provides additional information. Approximately 85% of the NCED is accounted for by the NEF and the auxiliary connections to the NEF

National Ecological Framework

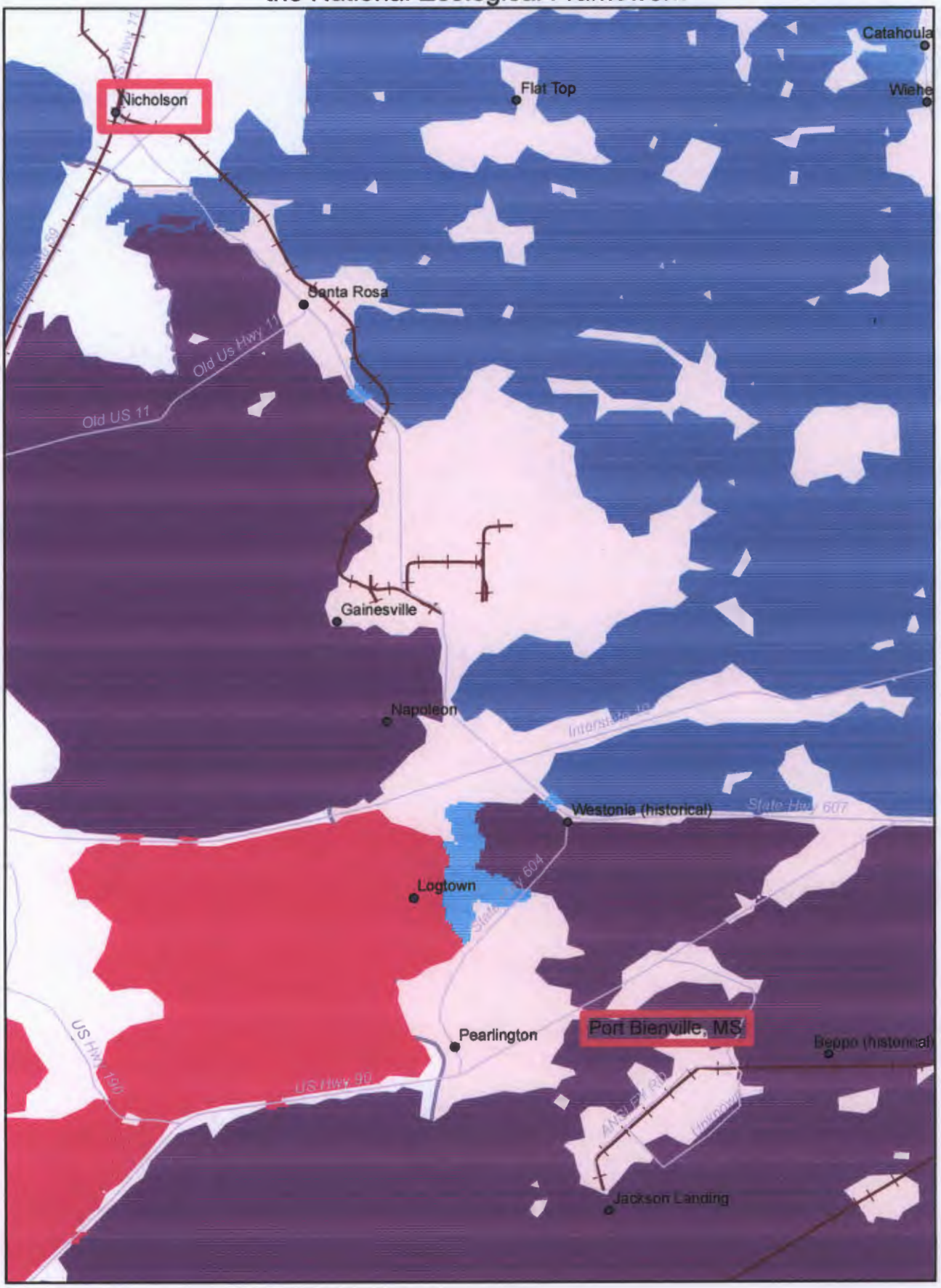


Proposed Rail Extension in Hancock county, MS and USGS Protected Areas Data which became part of the National Ecological Framework



Darker colors indicate more important protected areas
Lighter colors indicate less or no protected areas

Proposed Rail Extension in Hancock county, MS and Nture Conservancy Portfilio Areas which became part of the National Ecological Framework

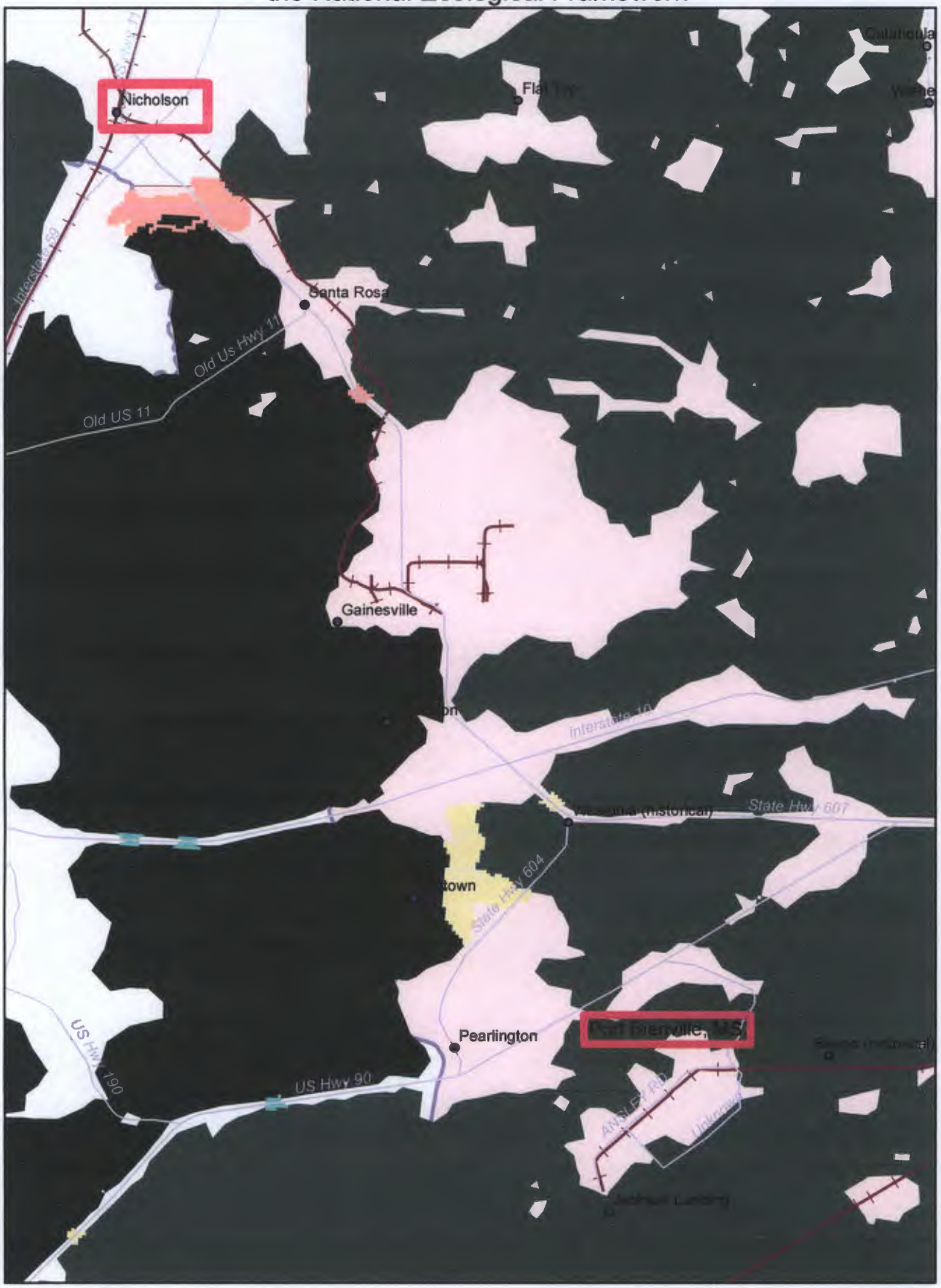


Darker colors and Pink indicate more important areas
Lighter colors indicate less important areas

Proposed Rail Extension in Hancock county, MS
and Nture Conservancy Portfilio Areas which become part of
the National Ecological Framework

Darker colors and Pink indicate more important areas
Lighter colors indicate less important areas

Proposed Rail Extension in Hancock county, MS and Cummulative Count of areas which became part of the National Ecological Framework



Darker colors and Greens indicate more important areas
Lighter colors indicate less important areas

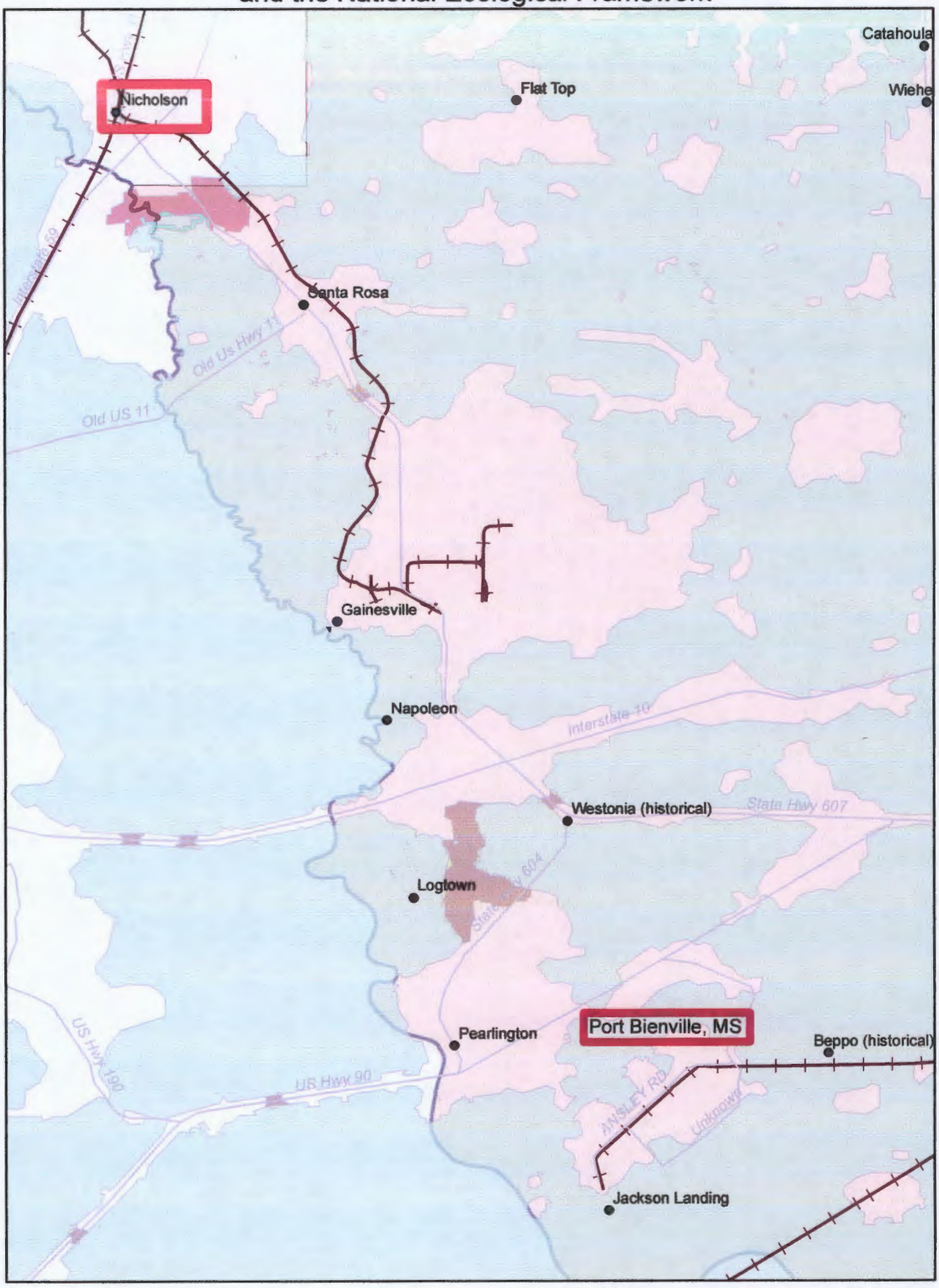
For more information contact
Neil Burns at burns.neil@epa.gov

Proposed Rail Extension in Hancock County, MS
and Cummulative Count of areas which became part of
the National Ecological Framework

Darker colors and Greens indicate more important areas
Lighter colors indicate less important areas

For more information contact:
Neil Burns at burns.neil@epa.gov

Proposed Rail Extension in Hancock county, MS and the National Ecological Framework



Greens and Browns are in the Ecological Framework
Tan areas are not in the Ecological Framework

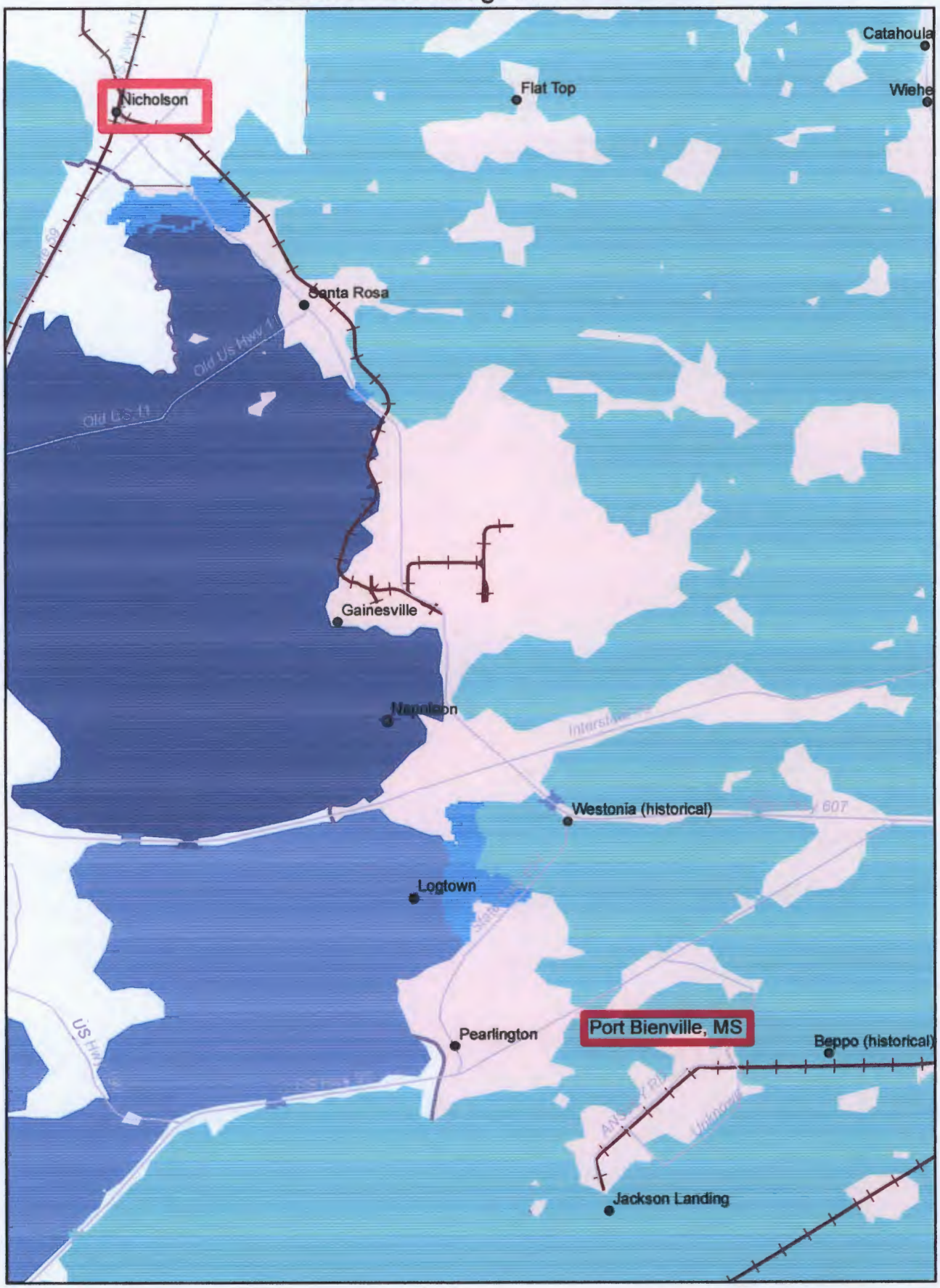
For more information contact
Neil Burns at burns.neil@epa.gov

Proposed Rail Extension in Hancock county, MS and the National Ecological Framework

Greens and Browns are in the Ecological Framework
Tan areas are not in the Ecological Framework

For more information contact
Neil Burns at burns.neil@epa.gov

Proposed Rail Extension in Hancock county, MS and Wetlands which became part of the National Ecological Framework



Blue areas are more important
Green areas are less important
Tan areas are not in the Ecological Framework

For more information contact
Neil Burns at burns.neil@epa.gov

Proposed Rail Extension in Hancock county, MS
and Wetlands which became part of
the National Ecological Framework

Blue areas are more important
Green areas are less important
Tan areas are not in the Ecological Framework

For more information contact
Neil Burns at burns.neil@epa.gov

FYI: Source Water Protection Areas (Examples)
William-Kenneth Dean to: Wisdom, John R 09/24/2012 05:52 PM

John,

FYI, I have attached a map that shows a few of the public water supply wells in the project area. (This is not all of them; just a sample.) In the map, you can see the Source Water Protection Areas (SWPA) around each well. You will notice that the wells are not exactly in the center of the circles.

Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
404-562-9378 (Office Phone)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

SWPA (Sample) (09-19-12).PDF

MSDEQ Source Water Protection Areas for PWS wells

Powered by ArcGIS Server

Re: Pt Bienville data spreadsheet
William-Kenneth Dean to: Wisdom, John R 09/21/2012 05:05 PM
Cc: "McGuire, Michael T", Ntale Kajumba

John,

Thanks for the clarifications. The information you provided is helpful. However, for some layers I need additional clarification, as follows:

(1) If streams & rivers are included in Row 285 (NHD Other Areas), then what types of water features are included in Rows 282 and 283? I initially thought named streams & rivers were included in Row 282 (NHD Named Streams) and that unnamed tributaries, canals & ditches were included in Row 283 (NHD Other Flow Lines). My thinking was that the "Water Bodies Linear" referred to water features that might be represented by lines (e.g., streams and rivers) and that "Water Bodies, Areal" referred to features that might be represented by polygons (e.g., lakes, reservoirs, ponds).

(2) The EPA, RCRA, and TRI layers each include facilities that are regulated by EPA. Is the "EPA" layer limited to all other facilities (e.g., NPDES, PWS, etc.) that are regulated by EPA under another statutory/regulatory authority other than RCRA or TRI?

Also,FYI, a source water protection area (SWPA) has been placed around each Department of Health water well (i.e., public water supply, or PWS, wells). The SWPAs vary in size based on numerous factors, and the wells are not always in the center of the circular protection areas. Although the PWSs are regulated by the MS Department of Health, the SWPA program is managed by the MS Department of Environmental Quality (MDEQ). EPA's Mississippi Source Water Protection Coordinator discussed the water wells layer with MDEQ's SWPA manager, Charlie Smith. According to Charlie Smith, for this water well layer, you may wish to use data/information maintained by and available through MDEQ, instead of the MARIS database, because MDEQ's data may be more accurate than that currently in MARIS. In addition, Mr. Smith mentioned that the primary protection areas around PWS wells is 500 feet; others vary with pump rate. Therefore, 100 feet may be too close. For additional information about the SWPAs, including how to access MDEQ's data, please contact Charlie Smith of MDEQ's Office of Land and Water Resources, Assessment and Protection Branch at 601-961-5395.

Please feel free to contact me if further discussion is needed.

Thanks,
Ken

Wm. Kenneth Dean
EPA-MDOT Liaison
U.S. EPA, Region 4
NEPA Program Office
404-562-9378 (Office Phone)
678-628-2079 (BlackBerry)
dean.william-kenneth@epa.gov

"Wisdom, John R" Mr. Dean, I understand that you spoke with Mike... 09/20/2012 04:47:59 PM

From: "Wisdom, John R" <wisdomjr@cdmsmith.com>
To: William-Kenneth Dean/R4/USEPA/US@EPA
Cc: "McGuire, Michael T" <mcguiremt@cdmsmith.com>
Date: 09/20/2012 04:47 PM
Subject: Pt Bienville data spreadsheet

Mr. Dean,

I understand that you spoke with Mike McGuire recently and had some questions about the spreadsheet containing the data and rankings we are using for the Port Bienville study. I will try to clarify.

1) **Regarding rows 284 & 285:** This data was obtained from the National Hydrography Dataset (NHD). They contain the following types of water features:

NHD Waterbodies

- Lakes & Ponds
- Reservoirs
- Swamps & Marshes

NHD Other Areas

- Canals & Ditches
- Lock Chambers
- Streams & Rivers

These data were obtained from the MARIS (MS Automated Resource Information System) website. They are available on the site as separate datasets for Waterbodies and Other Areas. There is no need to keep them as separate layers, so we may merge them into a single layer.

On the spreadsheet, the Waterbodies features were given a ranking of "9", but the Other Areas were shown as having no ranking. This was an error in the spreadsheet. **Both categories should be ranked as "9".**

2) **Regarding rows 291 – 298:** These are layers of hazardous waste sites obtained from various sources. They do not all contain the same information. We have kept them as separate layers (at least for the time being) for ease of managing the layers. If we were to merge the layers and then decide not to use one or more of them, then we would need to edit the merged file and delete the features.

Here is some detail on each of the layers:

Hazardous Waste Sites - Hazardous Waste Sites within Stennis Fee Area. Obtained from Stennis Space Center.

RCRA Sites - Locations of sites and facilities regulated by the U.S. EPA under Resource Compliance Recovery Act waste control programs, Obtained from MARIS.

EPA - EPA Regulated Facilities obtained from MARIS.

Tanks - Petroleum Tanks obtained from Stennis Space Center. Inside Stennis Fee Area only.

Toxic Release Inventory - Locations of sites and facilities regulated by the U.S. EPA under toxic release inventory waste control programs. Obtained from MARIS.

Underground Storage Tanks - Underground Storage Tanks obtained from MARIS

CERCLA 2008 - Brownfield sites obtained from MARIS.

CERCLA Site Areas - Polygons created to apply GIS to analyze Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) data collected at Stennis Space Center. Obtained from Stennis Space Center.

We have not found any duplicates (overlaps) between the features in these layers. Any overlaps would not affect the routing of the corridor, since an Avoid overlapping an Avoid would result in an Avoid in the Suitability layer. However, overlaps could result in the double-counting of some features on the impacts reports.

If we do find duplicate features, we will remove one of the features from the database before generating reports.

I hope this clarifies some of your questions. If you need more information, please do not hesitate to call or email me to discuss (my contact info is below). Any input is welcome.

Thanks,
John

John R. Wisdom, GISP
GIS Specialist
CDM Smith
5400 Glenwood Avenue, Ste. 300
Raleigh, NC 27612
w: 919-325-3506 f: 919-781-5730
WisdomJR@cdmsmith.com
cdmsmith.com

Toxic Release Inventory - Locations of sites and facilities regulated by the U.S. EPA under toxic release inventory/waste control programs. Obtained from MARIS.

Underground Storage Tanks - Underground Storage Tanks obtained from MARIS

CERCLA 2008 - Brownfield sites obtained from MARIS.

CERCLA Site Areas - Polygons created to apply GIS to analyze Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) data collected at Stennis Space Center. Obtained from Stennis Space Center.

We have not found any duplicates (overlaps) between the features in these layers. Any overlaps would not affect the routing of the corridor, since an Avoid overlapping an Avoid would result in an Avoid in the Suitability layer. However, overlaps could result in the double-counting of some features on the impacts reports.

If we do find duplicate features, we will remove one of the features from the database before generating reports.

I hope this clarifies some of your questions. If you need more information, please do not hesitate to call or email me to discuss (my contact info is below). Any input is welcome.

Thanks,
John

John R. Wisdom, GISP
GIS Specialist
CDM Smith
5400 Glenwood Avenue, Ste. 300
Raleigh, NC 27612
w: 919-325-3506 f: 919-781-5730
WisdomJR@cdmsmith.com
cdmsmith.com

"Wisdom, John R" <wisdomjr@cdmsmith.com>
09/20/2012 04:47 PM

To William-Kenneth Dean/R4/USEPA/US@EPA
cc "McGuire, Michael T" <mcguiremt@cdmsmith.com>
bcc
Subject Pt Bienville data spreadsheet

Mr. Dean,

I understand that you spoke with Mike McGuire recently and had some questions about the spreadsheet containing the data and rankings we are using for the Port Bienville study. I will try to clarify.

1) **Regarding rows 284 & 285:** This data was obtained from the National Hydrography Dataset (NHD). They contain the following types of water features:

NHD Waterbodies

- Lakes & Ponds
- Reservoirs
- Swamps & Marshes

NHD Other Areas

- Canals & Ditches
- Lock Chambers
- Streams & Rivers

These data were obtained from the MARIS (MS Automated Resource Information System) website. They are available on the site as separate datasets for Waterbodies and Other Areas. There is no need to keep them as separate layers, so we may merge them into a single layer.

On the spreadsheet, the Waterbodies features were given a ranking of "9", but the Other Areas were shown as having no ranking. This was an error in the spreadsheet. **Both categories should be ranked as "9".**

2) **Regarding rows 291 – 298:** These are layers of hazardous waste sites obtained from various sources. They do not all contain the same information. We have kept them as separate layers (at least for the time being) for ease of managing the layers. If we were to merge the layers and then decide not to use one or more of them, then we would need to edit the merged file and delete the features.

Here is some detail on each of the layers:

Hazardous Waste Sites - Hazardous Waste Sites within Stennis Fee Area. Obtained from Stennis Space Center.

RCRA Sites - Locations of sites and facilities regulated by the U.S. EPA under Resource

Compliance Recovery Act waste control programs, Obtained from MARIS.

EPA - EPA Regulated Facilities obtained from MARIS.

Tanks - Petroleum Tanks obtained from Stennis Space Center. Inside Stennis Fee Area only.

Toxic Release Inventory - Locations of sites and facilities regulated by the U.S. EPA under toxic release inventory waste control programs. Obtained from MARIS.

Underground Storage Tanks - Underground Storage Tanks obtained from MARIS

CERCLA 2008 - Brownfield sites obtained from MARIS.

CERCLA Site Areas - Polygons created to apply GIS to analyze Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) data collected at Stennis Space Center. Obtained from Stennis Space Center.

We have not found any duplicates (overlaps) between the features in these layers. Any overlaps would not affect the routing of the corridor, since an Avoid overlapping an Avoid would result in an Avoid in the Suitability layer. However, overlaps could result in the double-counting of some features on the impacts reports.

If we do find duplicate features, we will remove one of the features from the database before generating reports.

I hope this clarifies some of your questions. If you need more information, please do not hesitate to call or email me to discuss (my contact info is below). Any input is welcome.

Thanks,
John

John R. Wisdom, GISP
GIS Specialist
CDM Smith
5400 Glenwood Avenue, Ste. 300
Raleigh, NC 27612
w: 919-325-3506 f: 919-781-5730
WisdomJR@cdmsmith.com
cdmsmith.com

"Tredeau, Meredith K." <tredeaumk@cdmsmith.com>

09/14/2012 04:22 PM

To "claiborne.barnwell@dot.gov" <claiborne.barnwell@dot.gov>, "Mark.thompson@noaa.gov" <Mark.thompson@noaa.gov>, "david_felder@fws.gov"

cc "sholcomb@mdot.ms.gov" <sholcomb@mdot.ms.gov>, "Vincent, Rhea" <vincent@mdot.ms.gov>, "Thurman, Kim" <kthurman@mdot.ms.gov>, "jely@mdot.ms.gov"

bcc

Subject Port Bienville RR Feasibility Study - AART rankings

2 attachments

Port Bienville-AgencyCoordinationMeetingMinutes.pdfAART Rankings Sheet - Pt Bienville v01 (20120904).xlsx

All,
Thank you for your participation in the Port Bienville Railroad Feasibility Study project. Attached are minutes from the preliminary scoping meeting held on August 23. Please let us know of any questions or comments.

As discussed during the meeting, also attached for your review and input is the spreadsheet of the proposed data rankings to be used in the GIS-based Alignment Alternatives Research Tool (AART). We apologize for getting this out later than we had anticipated; we are very interested in your feedback and comments on the rankings. Please review the attached spreadsheet and provide us with any changes you'd like to see to the rankings so we can incorporate them into the additional scenario runs. We would also like to know if there are resources that you feel very strongly about the tool completely avoiding. If you have any questions or need additional guidance, please let us know.

If you could please provide your input to our project manager, Mike McGuire (mcguiremt@cdmsmith.com), no later than Wednesday, September 26, we would greatly appreciate it. We understand this is a quick turnaround time, and we really value your input into the process.

Thanks again for your participation and cooperation.

Meredith Tredeau | Project Manager | CDM Smith
160 Clairemont Avenue, Ste 200 | Decatur, GA 30030 | t: 678.954.5839 | f: 678.244.0276 | m: 678.480.4513|
tredeaumk@cdmsmith.com | cdmsmith.com

"Tredeau, Meredith K." <tredeaumk@cdmsmith.com>

09/14/2012 04:22 PM

To "claiborne.barnwell@dot.gov" <claiborne.barnwell@dot.gov>, "Mark.thompson@noaa.gov" <Mark.thompson@noaa.gov>, "david_tieleri@fws.gov" "shulcomb@mdot.ms.gov" <shulcomb@mdot.ms.gov>, "Vincent, Rhea" <vincentr@mdot.ms.gov>, "Thurman, Kim" <kthurman@mdot.ms.gov>, "jely@mdot.ms.gov"

cc

bcc

Subject Port Bienville RR Feasibility Study - AART rankings

2 attachments

Port Bienville-AgencyCoordinationMeetingMinutes.pdf AART Rankings Sheet - Pt Bienville v01 (20120904).xlsx

All,

Thank you for your participation in the Port Bienville Railroad Feasibility Study project. Attached are minutes from the preliminary scoping meeting held on August 23. Please let us know of any questions or comments.

As discussed during the meeting, also attached for your review and input is the spreadsheet of the proposed data rankings to be used in the GIS-based Alignment Alternatives Research Tool (AART). We apologize for getting this out later than we had anticipated; we are very interested in your feedback and comments on the rankings. Please review the attached spreadsheet and provide us with any changes you'd like to see to the rankings so we can incorporate them into the additional scenario runs. We would also like to know if there are resources that you feel very strongly about the tool completely avoiding. If you have any questions or need additional guidance, please let us know

If you could please provide your input to our project manager, Mike McGuire (mcguiremr@cdmsmith.com), no later than Wednesday, September 26, we would greatly appreciate it. We understand this is a quick turnaround time, and we really value your input into the process.

Thanks again for your participation and cooperation.

Meredith Tredeau | Project Manager | CDM Smith
380 Clairemont Avenue, Ste 200 | Decatur, GA 30030 | t: 678.954.5833 | f: 678.24-.0275 | m:678.480.4513
tredeaumk@cdmsmith.com | cdmsmith.com

MDOT
Port Bienville (Phase 1, Feasibility Study)

Agenda: Agency Scoping Meeting

Aug 23, 2012, 10:00am – 4:00pm CST
MDOT Administrative Building, Jackson, MS
6th Floor Conference Room

10:00- 10:15 Greeting and Introductions

10:15 – 10:45 Project Overview

10:45 – 11:30 Review of Study Area

11:30 – 12:30 Lunch

12:30 – 2:30 AART Runs

2:30 – 3:30 – Closeout

Follow-up Actions:

(Meeting Notes Attached)

8_21_12

1. Greetings and Introductions (Sign in Sheet is Attached herewith)

   The purpose of the meeting was to introduce the Port Bienville project to resource agencies, present the methodology for the feasibility study, and verify the data being used for analysis.

2. Project Overview

   a. The Port Bienville Feasibility Study was introduced with a discussion of the project area. The project lies wholly within Hancock County and the study is looking at the feasibility of a north/south rail connection from Port Bienville to the Norfolk Southern line near Nicholson. The majority of the study area is within the acoustic boundary associated with the Stennis Space Center. Permanent development is not permitted within the boundary. As a result the study area is relatively sparse. The Feasibility Study is Phase I of the project, Phase II would be an environmental document if feasible corridors are identified.

   b. A brief introduction was given about the Alternatives Alignment Research Tool (AART). This is a geographic information system (GIS) based tool that will be used to identify 1,000 foot wide feasible corridors. If feasible corridors are identified, the project would move into Phase II, Environmental Documentation. The tool uses GIS data layers and user input to determine feasible corridors. For the feasibility study existing data sets were collected from Stennis, MARIS, MDOT and other agencies as appropriate. Each data set is assigned criteria for the tool to use to understand the importance of avoiding or minimizing impact to higher priority areas.

   c. The list of data to be used and the associated criteria that were initially established by the project team were presented to attendees in a project notebook. The attendees were asked to review the data sets and criteria. The project team will make adjustments to the information based on the meeting and send the information to the attendees for comment.

   d. Questions and comments on the data sets:

      i. Include NRCS WRP easement data. (This was checked after the meeting and there are no WRP areas in the study area)

      ii. EPA requested that the boards and notebook information be emailed or mailed for review.

      iii. There are numerous wetland mitigation sites, understand that impacts to the wetland mitigation sites will require mitigation for the impacts to the wetlands, and the replacement of mitigation credits purchased from those areas within the mitigation site. If the project bisects the mitigation bank and changes the overall approved plan for the mitigation site, additional mitigation may be required. This would have to be coordinated with the appropriate resources agencies.

iv. Field check cemetery sites, there may be undocumented family plots within the study area.

v. There are some areas near Port Bienville that are considered sacred to the Native American tribes from the area. This area could potentially be designated as a Traditional Cultural Property. Coordination with the tribal representatives should begin as early as possible. FRA will have to initiate coordination or designate MDOT as their representative to initiate consultation.

vi. DEQ can provide the shapefiles for the permitted mines in the area.

vii. There were some questions about the design criteria that were included in the tool. The design criteria are being prepared and will be sent to MDOT for review.

viii. The crossing with US 90 and I-10 will be of particular concern look closely at the feasibility of crossing theses major thoroughfares.

3. AART Runs

   a. The AART was demonstrated and example runs were presented to explain how the tool will be used. More detailed explanations of how the criteria are used and how avoids are determined was discussed. There was significant discussion on cumulative effects of data and if that is accounted for in the tool. The agencies will review the data and criteria and provide comments on the criteria rankings.

   b. Discrepancies between agency comments on criteria rankings will be coordinated with MDOT. MDOT will correspond with the resource agency/agencies with jurisdiction over specific data sets to resolve any conflicts.

   c. Other avoids to be considered beyond those presented:

      i. Mines

      ii. Cemeteries (family plots)

      iii. WRP from NRCS (determined that none are in study area)

4. Closeout:

   a. Consultation with the tribal nations is key to understanding potential impacts near Port Bienville. MDOT meets with the tribes annually every December. This December may be an opportunity to gather input.

   b. Get with Stennis to gather information on their Scenic Byways initiative.

   c. Make sure to include 303(d) listed streams and TMDL Streams

Action Items:

1. **Study Team to revise the criteria rankings and data sets according to meeting comments.**
2. **Revised information to be sent to attendees for review and comment. Agencies may comment on best ranking. Any conflicts will be addressed by MDOT through coordination with the agencies with jurisdiction over that area.**
3. **Stakeholder and Public Meetings will be held, information on meetings will be distributed.**
4. **The results of the AART runs with the finalized data will be distributed.**

Agency Scoping Meeting
SIGN-IN SHEET
August 23, 2012, 10:00am-3:00pm CST
Mississippi Department of Transportation, Jackson, MS

Port Bienville Phase I Feasibility Study

NAME (please print)	Organization	Contact Information (phone & email)
Mike McGuire	CDM Smith	(803) 758-4548 mcguiremt@cdmsmith.com
Meredith Tredeau	CDM Smith	678-244-0276 tredeaumk@cdmsmith.com
John Wisdom	CDM Smith	919-325-3506 wisdomjr@cdmsmith.com
Emily Ritzler	CDM Smith	678-244-0274 ritzleree@cdmsmith.com
Kevin Keller	HDR	913-638-2571 Kevin.Keller@hdrinc.com
Lynn Brown	HDR	816 412 1295 lynn.brown@hdrinc.com
Michael Belvin	CDM Smith	210-439-9486 belvinml@cdmsmith.com
Melissa Ziglar	CDM Smith	
JEFF ELY	MDOT - PLANNING	

Agency Scoping Meeting
SIGN-IN SHEET
August 23, 2012, 10:00am-3:00pm CST
Mississippi Department of Transportation, Jackson, MS

Port Bienville Phase I Feasibility Study

NAME (please print)	Organization	Contact Information (phone & email)
RHEA VINCENT	MDOT - ENVIR	601-359-7920 VINCENT@MDOT.STATE.MS.US
Trung Trinh	MDOT - Planning	601-359-7685 ttrinh@mdot.ms.gov
Pam Lieb	MDAH	601-576-6945 plieb@mdah.state.ms.us
JOHN UNDERWOOD	MDOT · ENVIRONMENTAL	601.359.1476 junderwood@mdot.ms.gov
JANET SACKS	Hancock Co. Dev. Com	jsacks@hcdc.ms
David Felder	USFWS	601 321 1131 david_felder@fws.gov
Kim Thurman	MDOT - ENV	KThurman@mdot.MS.gov
Maya Rao	MDEQ - Air Division	MRao@deq.state.ms.us (601)961-5242
Wm. Kenneth Dean	EPA, R4	dean.william-kenneth@epa.gov 678-626-2079

Agency Scoping Meeting
SIGN-IN SHEET
August 23, 2012, 10:00am-3:00pm CST
Mississippi Department of Transportation, Jackson, MS

Port Bienville Phase I Feasibility Study

NAME (please print)	Organization	Contact Information (phone & email)
Andy Sanderson	MDWFP - MS Natural Heritage Program	601-576-6064 phillip.sanderson@mmns.state.ms.us

Agency Scoping Meeting
SIGN-IN SHEET
August 23, 2012, 10:00am-3:00pm CST
Mississippi Department of Transportation, Jackson, MS

Port Bienville Phase I Feasibility Study

NAME (please print)	Organization	Contact Information (phone & email)
Andy Sanderson	MDWFP - MS Natural Heritage Program	601-576-6064 phillip.sanderson@mmns.state.ms.us

Port Bienville

AART Data Rankings

9/4/2012

Click +/- boxes to show/hide data categories.

These are the rankings that we are using as a starting point for the AART runs.

Enter any changes in these cells using the dropdown menus.

If no change, leave cell blank.

Click on headers for descriptions

AART Rankings

					SCENARIOS							
					Base Scenario				Desired Changes			
ENVIRONMENTAL	FC Name	Type	Category	Comments	Include?	Ranking	Buffer (ft)	Notes	Include?	Ranking	Buffer (ft)	Notes
Threatened & Endangered Species				Not available	x	No						
Critical Habitat				Not in Study Area	x	No						
Wetlands (NWI)	Wetlands	A			✓	Yes						
Estuarine and Marine Deepwater												
Bay (N)			E1UBL			Avoid						
Bay (D)			E1UBLx			Avoid						
Estuarine and Marine Wetland												
Scrub Marsh (N)			E2EM1/SS1P			9						
			E2SS1/EM1P			9						
			E2SS1P			9						
Scrub Marsh (D)			E2EM1/SS1Pd			6						
			E2SS1Pd			6						
Tidal Marsh (N)			E2EM1N			Avoid						
			E2EM1P			Avoid						
Tidal Marsh (D)			E2EM1Nd			Avoid						
			E2EM1Pd			Avoid						
Tidal Flat (N)			E2USN			Avoid						
			E2USP			Avoid						
Freshwater Emergent Wetland												
Bottomland Hardwood (N)			PEM1/FO1F			8						
			PEM1/FO1S			8						
			PFO1/EM1B			8						
			PFO1/EM1C			8						
			PFO1/EM1F			8						
			PFO1/SS1A			8						
			PFO1/SS1B			8						
			PFO1/SS1C			8						
			PFO1/SS1F			8						
			PFO1/SS1T			8						
			PFO1/SS3B			8						
			PFO1/SS3C			8						
			PFO1/SS4A			8						
			PFO1/SS4B			8						
			PFO1/SS4C			8						
			PFO1A			8						
			PFO1B			8						
			PFO1C			8						
			PFO1E			8						
			PFO1F			8						
			PFO1R			8						
			PFO1S			8						
			PFO1T			8						
Bottomland Hardwood (D)			PFO1/SS1Ad			6						
			PFO1Ad			6						
			PFO1As			6						
			PFO1Bd			6						
			PFO1Cd			6						
			PFO1Fd			6						
			PFO1Fx			6						
			PFO1Sd			6						
Freshwater Marsh (N)			PEM1/SS1B			9						
			PEM1/SS1F			9						
			PEM1/SS1R			9						
			PEM1/SS1T			9						
			PEM1/SS3B			9						
			PEM1/SS4B			9						
			PEM1/SS4E			9						
			PEM1/SS4R			9						
			PEM1B			9						
			PEM1F			9						
			PEM1R			9						
			PEM1S			9						
			PEM1T			9						

Freshwater Marsh (D)	PEM1/SS3Bd	6
	PEM1/SS3Fx	6
	PEM1Ax	6
	PEM1Bd	6
	PEM1Fh	6
	PEM1Fx	6
	PEM1Kh	6
	PEM1Sd	6
	PEM1Td	6
Savannah (N)	PEM1/SS1A	9
	PEM1/SS1C	9
	PEM1/SS3C	9
	PEM1/SS4C	9
	PEM1A	9
	PEM1C	9
Savannah (D)	PEM1/SS1Cx	6
	PEM1/SS4Cd	6
	PEM1Cd	6
	PEM1Cx	6
Freshwater Forested/Shrub Wetland		
Forested Swamp (N)	PFO1/2C	5
	PFO1/2F	5
	PFO1/2R	5
	PFO1/2S	5
	PFO1/2T	5
	PFO1/3A	5
	PFO1/3B	5
	PFO1/3C	5
	PFO1/3F	5
	PFO1/4A	5
	PFO1/4B	5
	PFO1/4C	5
	PFO1/4E	5
	PFO1/4F	5
	PFO1/4R	5
	PFO1/4S	5
	PFO2/1C	5
	PFO2/1F	5
	PFO2/1R	5
	PFO2/4B	5
	PFO2/4C	5
	PFO2/EM1F	5
	PFO2B	5
	PFO2F	5
	PFO2R	5
	PFO3/1A	5
	PFO3/1B	5
	PFO3/1C	5
	PFO3/4B	5
	PFO3/EM1B	5
	PFO3B	5
	PFO3C	5
	PFO4/1A	5
	PFO4/1B	5
	PFO4/1C	5
	PFO4/1R	5
	PFO4/1S	5
	PFO4/3A	5
	PFO4/3B	5
	PFO4/EM1B	5
	PFO4/EM1C	5
	PFO4/SS1B	5
	PFO4/SS1C	5
	PFO4/SS3B	5
	PFO4/SS4A	5
	PFO4/SS4B	5
	PFO4/SS4C	5
	PFO4/SS4R	5
	PFO4A	5
	PFO4B	5
	PFO4C	5
	PFO4F	5
	PFO4R	5
	PEM1/FO3B	5
	PEM1/FO4B	5
	PEM1/FO4C	5

Forested Swamp (D)	PFO1/2Fb	S	
	PFO1/3Bd	S	
	PFO1/3Cd	S	
	PFO1/4Ad	S	
	PFO1/4Bd	S	
	PFO1/4Cd	S	
	PFO2/1Fd	S	
	PFO3/1Cd	S	
	PFO4/1Ad	S	
	PFO4/1Bd	S	
	PFO4/1Cd	S	
	PFO4/3Bd	S	
	PFO4Ad	S	
	PFO4Bd	S	
	PFO4Cd	S	
Shrub Swamp (N)	PSS1/2C	S	
	PSS1/2F	S	
	PSS1/2R	S	
	PSS1/2T	S	
	PSS1/3B	S	
	PSS1/3C	S	
	PSS1/4A	S	
	PSS1/4B	S	
	PSS1/4C	S	
	PSS1/4F	S	
	PSS1/4R	S	
	PSS1/4S	S	
	PSS1/EM1A	S	
	PSS1/EM1B	S	
	PSS1/EM1C	S	
	PSS1/EM1R	S	
	PSS1/EM1S	S	
	PSS1/EM1T	S	
	PSS1/FO1R	S	
	PSS1/FO1S	S	
	PSS1/FO2F	S	
	PSS1/FO4A	S	
	PSS1/FO4B	S	
	PSS1/FO4C	S	
	PSS1/FO4R	S	
	PSS1A	S	
	PSS1B	S	
	PSS1C	S	
	PSS1F	S	
	PSS1R	S	
	PSS1S	S	
	PSS1T	S	
	PSS3/1B	S	
	PSS3/1C	S	
	PSS3/4B	S	
	PSS3/EM1B	S	
	PSS3/EM1C	S	
	PSS3/FO1C	S	
	PSS3/FO4B	S	
	PSS3B	S	
	PSS3C	S	
	PSS4/1A	S	
	PSS4/1B	S	
	PSS4/1C	S	
	PSS4/3B	S	
	PSS4/EM1A	S	
	PSS4/EM1C	S	
	PSS4/FO4C	S	
	PSS4A	S	
	PSS4B	S	
	PSS4C	S	
	PSS4F	S	
	PSS4R	S	
	PSS4S	S	
	PSS5F	S	

	Shrub Swamp (D)			PSS1/3Bd			5	
				PSS1/4Bd			5	
				PSS1/4Cd			5	
				PSS1/FO1Bd			5	
				PSS1/FO1Cx			5	
				PSS1Cb			5	
				PSS1Cd			5	
				PSS1Ch			5	
				PSS1Cx			5	
				PSS1Fh			5	
				PSS1Fx			5	
				PSS1Td			5	
				PSS3Cd			5	
				PSS3Fx			5	
				PSS4/1Bd			5	
				PSS4/1Cd			5	
				PSS4/1Cx			5	
				PSS5Fx			5	
	Freshwater Pond							
	Aquatic Bed (N)			PAB4V			8	
				PABF			8	
				PABH			8	
	Aquatic Bed (D)			PAB/UBHx			5	
				PAB4Hh			5	
				PAB4Hx			5	
				PAB4Vx			5	
				PABFx			5	
				PABHh			5	
				PABHx			5	
				PABVx			5	
	Pond (N)			PUBH			7	
				PUBV			7	
	Pond (D)			PUBFx			5	
				PUBHh			5	
				PUBHx			5	
				PUBVh			5	
				PUBVx			5	
				PUSAx			5	
				PUSCx			5	
				PUBVh			5	
				PUBVx			5	
				PUSAx			5	
				PUSCx			5	
	Lake							
	Lake (D)			L1ABHx			8	
				L1UBHx			8	
	Riverine							
	Tidal River (N)			R1UBV			Avoid	
	Tidal River (D)			R1UBVx			Avoid	
	River (N)			R2UBH			7	
				R2US2C			7	
				R2USA			7	
				R2USC			7	
	River (D)			R2UBHx			7	
	Other							
	Wetlands Mitigation Sites	wetland_mitig	A		✓	Yes	9	
	Prime Farmlands	PrimeFarmland	A	Derived from soils	✓	Yes		
				Prime farmland			4	
				Statewide importance			4	
				Prime if drained			1	
				Prime farmland if drained & protecte			1	
	Water Bodies, Linear	nhd_named_streams	L			Quantify		
	Water Bodies, Linear	nhd_othFL	L	Other flow lines		Quantify		
	Water Bodies, Areal	nhd_waterb	A			Quantify	9	
	Water Bodies, Areal	nhd_otherareas	A	Other areas		Quantify		
	Floodplain	Floodplain	A	Orig Name: Floodplain_		Quantify		
				In				
				Out				
	Landfills	Landfill_cells	A		✓	Yes	9	
	Surface Impoundment Areas	SIA_buff	P		✓	Yes	9	500
	Hazardous Waste Sites	hazardous_waste_site:	A		✓	Yes	Avoid	
	RCRA	rcra_buff	P		✓	Yes	Avoid	100
	EPA	epa_buff	P		✓	Yes	Avoid	100
	Tanks	tanks_buff	P		✓	Yes	Avoid	100
	Toxic Release Inventory	tri_buff	P		✓	Yes	Avoid	100
	Underground Storage Tanks	UST_buff	P		✓	Yes	Avoid	100
	CERCLA 2008	CERCLA2008_buff	P		✓	Yes	Avoid	100
	CERCLA Site Areas	CERCLA_Site_Areas	A	Covers all CERCLA Wells	✓	Yes	Avoid	
	Hydric Soils				✗	No		
	Mines				✓	Yes	Avoid	300

CULTURAL & HISTORICAL	FC Name	Type	Category	Comments	Include	Ranking	Buffer (ft)	Notes	Include2	Ranking2	Buffer2 (ft)	Notes2
Archaeological Sites	ArchSites_buff	P			✓ Yes	Avoid	250					
Archaeological Sites	ArchSites_MDAH_buff	P			✓ Yes	Avoid	250					
Historic Properties	HistProps_MDAH_buff	P			✓ Yes	Avoid						
National Register	natreg_buff	P			✓ Yes	Avoid	500					
Archaeological Site Probability	Arch_Prob	A			✗ No							
			Rest of Study Area									
			Low									
			Medium									
			High									
Cemeteries	Cemetery_buff	A			✓ Yes	Avoid	500					
Churches	Churches_buff	A			✓ Yes	9	500					
Recreation Sites	rec_buff	A			✓ Yes	9	500					
Land Use	LandUse	A			✗ No							
			Agriculture (Row Crops)									
			Agriculture (Pasture)									
			Agriculture (Old Field)									
			Cemetery									
			Commercial									
			Conservation Easement									
			Industrial									
			Oil Facility									
			Park									
			Public									
			Residential									
			School									
			Transportation (Roadway)									
			Transportation (Airport)									
			Transportation (Rail)									
			Undeveloped									
			Open Water									

INFRASTRUCTURE	FC Name	Type	Category	Comments	Include	Ranking	Buffer (ft)	Notes	Include2	Ranking2	Buffer2 (ft)	Notes2
Roads	Roads_TIGER	L			Quantify							
Railroads	rail_lines	L			Quantify							
Dams	dams_buff	P				Avoid	500					
Airports	AirportStennis	A		Contains 3 airports		Avoid						
Wells, Oil & Gas	oilngas_buff	P				Avoid	100					
Wells, Water (USGS)	USGS_Wells_buff	P				4	100					
Wells, Water (Dept of Health)	DoHWells_Buff	P				4	100					
Pipelines, Natural Gas	NatGasPipelines	L			Quantify							
Gas	msgas	L			Quantify							
Transmission Lines, major	majr_transm10	L			Quantify							
Power Lines	PowerLines	L			Quantify							
Water Utility Lines	WaterUtility	L			Quantify							
Wastewater Utility Lines	WastewaterUtility	L			Quantify							

JURISDICTIONS	FC Name	Type	Category	Comments	Include	Ranking	Buffer (ft)	Notes	Include2	Ranking2	Buffer2 (ft)	Notes2
Stennis Fee Area Boundary	FeeArea_buff	A			✓ Yes	9	1000					
Stennis Buffer Zone	Bufferzone	A			✗ No							

PORT BIENVILLE RAILROAD

Federal Railroad Administration

PHASE I FEASIBILITY STUDY

Agency Coordination Meeting

AUGUST 23, 2012

MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Port Bienville Phase 1 Feasibility Study

Agenda: Agency Scoping Meeting

August 23, 2012, 10:00am – 4:00pm CST
MDOT Administrative Building, Jackson, MS
6th Floor Conference Room

Web Conference URL:
https://www.connectmeeting.att.com

Meeting Number(s):
888-278-0254 or 214-765-0478

Access Code:
6588219

10:00 – 10:15	Greeting and Introductions
10:15 – 10:45	Project Overview
10:45 – 11:30	Review of Study Area
11:30 – 12:30	Lunch
12:30 – 2:30	AART Runs
2:30 – 3:30	Closeout

Follow-up Actions:

"Holcomb, Sammy"
<sholcomb@mdot.ms.gov>
07/31/2012 05:06 PM

To "Barnwell, Claiborne" <claiborne.barnwell@dot.gov>, "Mark.thompson@noaa.gov" <Mark.thompson@noaa.gov>, "david_felder@fws.gov" <david_felder@fws.gov>,
cc "Michael T McGuire (mcguiremt@cdmsmith.com)" <mcguiremt@cdmsmith.com>, "Belvin, Michael L (belvinml@cdmsmith.com)" <belvinml@cdmsmith.com>,
bcc

Subject **Agency Scoping Meeting - Port Bienville Feasibility Study**

The Mississippi Department of Transportation, in cooperation with the Federal Railroad Administration and the Hancock County Development Commission, is preparing a Feasibility Study for the location of a new railroad line to connect the Port of Bienville Short Line Railroad, located at the Port Bienville Industrial Park in Hancock County, and the Norfolk Southern Railroad located in the vicinity of Nicholson in Pearl River County.

This study is in the early scoping stage and views from federal, state, and local agencies, organizations, and individuals are being solicited. **A Preliminary Agency Scoping Meeting has been scheduled for Thursday, August 23, 2012, 10:00 A.M. to 4:00 P.M.** at the MDOT Administrative Building located at 401 North West Street in Jackson, Mississippi. The meeting will take place in the 6th floor Conference Room and will be a workshop format during which we will discuss the project scope, goals and objectives.

A letter describing this Project and the meeting in more detail will be mailed to you tomorrow. Your participation and assistance will be greatly appreciated.

I thank you in advance for your cooperation. If you have any questions or need additional information, please feel free to contact me.

Sammy Holcomb
Planning Analysis Manager
MDOT Planning Division
Office: 601-359-7685
Cell: 769-218-7702
E-Mail: sholcomb@mdot.state.ms.us

My soul finds rest in God alone; my salvation comes from him. (Psalm 62:1)

"Holcomb, Sammy" <sholcomb@mdot.ms.gov>
07/31/2012 05:06 PM

To "Barnwell, Claiborne" <claiborne.barnwell@dot.gov>, "Mark.Thompson@noaa.gov" <Mark.Thompson@noaa.gov>, "david_leiker@fws.gov" <david_leiker@fws.gov>,
cc "Michael T McGuire (mcguiremt@cdmsmith.com)" <mcguiremt@cdmsmith.com>, "Belvin, Michael L (belvinml@cdmsmith.com)" <belvinml@cdmsmith.com>,
bcc
Subject Agency Scoping Meeting - Port Bienville Feasibility Study

The Mississippi Department of Transportation, in cooperation with the Federal Railroad Administration and the Hancock County Development Commission, is preparing a Feasibility Study for the location of a new railroad line to connect the Port of Bienville Short Line Railroad, located at the Port Bienville Industrial Park in Hancock County, and the Norfolk Southern Railroad located in the vicinity of Nicholson in Pearl River County.

This study is in the early scoping stage and views from federal, state, and local agencies, organizations, and individuals are being solicited. A Preliminary Agency Scoping Meeting has been scheduled for Thursday, August 23, 2012, 10:00 A.M. to 4:00 P.M. at the MDOT Administrative Building located at 401 North West Street in Jackson, Mississippi. The meeting will take place in the 6th floor Conference Room and will be a workshop format during which we will discuss the project scope, goals and objectives.

A letter describing this Project and the meeting in more detail will be mailed to you tomorrow. Your participation and assistance will be greatly appreciated.

I thank you in advance for your cooperation. If you have any questions or need additional information, please feel free to contact me.

Sammy Holcomb
Planning Analysis Manager
MDOT Planning Division
Office: 601-359-7685
Cell: 769-218-7702
E-Mail: sholcomb@mdot.ms.us

My soul finds rest in God alone; my salvation comes from him. (Psalm 62:1)

Mark C. McConnell
Deputy Executive Director/
Chief Engineer

Charles R. Carr
Director
Office of Intermodal Planning

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Jackie Duckworth
Deputy Executive Director/
Administration

Willie Huff
Director
Office of Enforcement

Melinda L. McGrath
Executive Director

P. O. Box 1850 / Jackson, Mississippi 39215-1850 / Telephone (601) 359-7001 / FAX (601) 359-7110 / www.GoMDOT.com

July 31, 2012

Mr. Kenneth Dean
EPA - MDOT Liaison
U.S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth St., SW
Atlanta, GA 30303-8960

Re: Feasibility Study for the Port Bienville Railroad
Project No. FRA-0023-00(003)/105494 101000-102000, Hancock & Pearl River Counties

Dear Mr. Dean:

The Mississippi Department of Transportation, in cooperation with the Federal Railroad Administration and the Hancock County Development Commission, is preparing a Feasibility Study and, if determined feasible, appropriate Environmental Documentation for the location of a new railroad line to connect the Port of Bienville Short Line Railroad, located at the Port Bienville Industrial Park in Hancock County, and the Norfolk Southern Railroad located in the vicinity of Nicholson in Pearl River County. Possible connections to the Stennis Space Center and the Stennis International Airport will be evaluated, and the proposed new railroad line would transect one, possibly two interstates.

This study is in the early scoping stage and views from federal, state, and local agencies, organizations, and individuals are being solicited. MDOT is seeking early identification of possible economic, social, or environmental effects or concerns. This letter serves as early notification of the project and solicits the views of agency representatives regarding potential impacts associated with the project. Your assistance in this regard will be greatly appreciated.

A Preliminary Agency Scoping Meeting has been scheduled for Thursday, August 23, 2012, 10:00 A.M. to 4:00 P.M. at the MDOT Administrative Building located at 401 North West Street in Jackson, Mississippi. The meeting will take place in the 6th floor Conference Room. The meeting will be a full-day workshop during which we will discuss the project scope, goals and objectives; review the study area; and discuss the Alignment Alternatives Research Tool, or AART, a GIS-based tool that will be used for corridor identification and evaluation.

To facilitate your participation in the process, we have attached a study area map along with some background information on the Alignment Alternatives Research Tool. The project team is currently preparing the project geographic information system (GIS) and project database, and any statistical data your agency can provide will be handled with discretion and fully considered during project development.

I thank you in advance for your cooperation. If you have any questions or need additional information, please contact Sammy Holcomb, the Project Manager, at 601-359-7685.

Sincerely,

Jeff K. Ely, P.E.
State Planning Engineer
MDOT Planning Division

cc: Ms. Catherine Dobbs, FRA
Mr. John Winkle, FRA
Ms. Janet Sacks, HCDC
Mr. Sammy Holcomb, MDOT
Ms. Kim Thurman, MDOT

Proposed Study Area, Port Bienville, MS